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Wilmington Journal.

A WEEKLY NEWSPAPER:—Devoted to Politics, the Markets, Foreign and Domestic News, Agriculture, Commerce, and General Information.—TERMS: $2 50 IN ADVANCE

VOL. 11. .... WILMINGTON, N. C., FRIDAY MORNING, JANUARY 26, 1855. .... NO. 21.

BY FULTON & PRICE, PROPRIETORS.

JAS. FULTON, Editor...A. L. PRICE, Associate Editor

Terms of Subscription.

One year, invariably in advance, ... $2 50
When payment is not made in advance, ... 3 00

No subscription received for a less term than one year.

No subscriber permitted to discontinue his paper after the commencement of a subscription year, till the expiration of said year.

Any subscriber wishing his paper discontinued at the end of the year, must pay up in full and give the proprietors two weeks notice, otherwise the paper will be continued and charged for according to the above terms.

☞ Any person sending us five NEW subscribers, accompanied by the advance subscription, ($12 50,) will receive the sixth copy gratis, for one year.

Money may be remitted per mail, post paid, at our risk.

All letters on business connected with this office, must be addressed (post paid) to the proprietors.

TERMS OF ADVERTISING.

Per Square of 10 lines or less—cash in advance.

One square, 1 insertion,				$ 50
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☞ Advertisements ordered to be continued on the inside charged 37½ cents per square for each insertion after the first.

Advertisements, upon which the number of insertions is not marked, will be continued until ordered out, and charged 25 cents per square for each insertion.

☞ No advertisement, reflecting upon private character, can, under ANY CIRCUMSTANCES, be admitted.

Professional and Business Cards.

M. B. SMITH,

ATTORNEY AT LAW, WILMINGTON, N. C., Practices in the Counties of New Hanover, Sampson, Bladen, Brunswick and Columbus.

Will be at his office on Front Street every Saturday.

March 10th, 1854 27-1y

FORNEY GEORGE,

ATTORNEY AT LAW, WHITEVILLE, N. C., Practices in the Counties of Columbus, New Hanover, Sampson, Bladen, Brunswick and Robeson.

March 10th, 1854 27-1y

GEO. W. ROSE,

CARPENTER AND CONTRACTOR,

June 17 WILMINGTON, N. C.

CO-PARTNERSHIP NOTICE.

C. & D. DuPRE, Wholesale and Retail Druggists AND APOTHECARIES, Wilmington, N. C.

May 9th, 1853. 38-tf

C. DuPRE. D. DuPRE, JR.

S. M. WEST,

AUCTIONEER and Commission Merchant,

219-tf Wilmington, N. C.

D. C. FREEMAN, GEO. HOUSTON.

FREEMAN & HOUSTON, Wilmington, N. C., D. C. FREEMAN & CO., New York, MERCHANTS AND FACTORS.

JAMES C. SMITH. MILES COSTIN.

JAS. C. SMITH & CO.,

COMMISSION MERCHANTS, have removed their office to the second story of the building formerly occupied by the Telegraph Company, where they are prepared to attend to all business in the Commission line.

All business entrusted to them will be punctually attended to. [Jan. 20, 1854.

B. F. & A. J. GRADY.

GROCERS AND GENERAL COMMISSION MERCHANTS, Wilmington, N. C.

☞ Liberal cash advances made on consignments of Naval Stores and other produce.

☞ Office on North Water Street, next door North of the Custom House.

JOSEPH L. KEEN,

CONTRACTOR AND BUILDER, respectfully informs the public, that he is prepared to take contracts in his line of business. He keeps constantly on hand, LIME, CEMENT, PLASTER, PLASTERING HAIR, Philadelphia Press BRICK, FIRE BRICK.

N. B. To Distillers of Turpentine,—he is prepared to put up Stills at the shortest notice. [May 20—37-1y

WILLIAM H. LIPPITT,

WHOLESALE and Retail Druggist, and Dealer in Paints, Oils, Dye Stuffs, Window Glass, Garden Seeds, Perfumery, Patent Medicines, &c. &c., corner of Front and Market-streets, immediately opposite SHAW'S old stand, Wilmington, N. C. 5

C. MYERS,

MANUFACTURER and Dealer in Hats, Caps, Umbrellas, and Walking Canes, of every description, whole sale and retail, North side Market-street, Wilmington, N. C

J. M. ROBINSON,

IMPORTER and Dealer in Hardware, Iron, Stoves, Nails, &c., Front-street, 3 doors South of Market, Wilmington, N. C. [30v7-1y]

INSPECTOR'S NOTICE.

THE Subscriber has received the apointment of Inspector of NAVAL STORES, and solicits business from those having it in his line. JAMES I. BRYAN.

May 7, 1853 208-1w—37-tf

W. H. McKOY,

WHOLESALE AND RETAIL GROCER AND FORWARDING AND COMMISSION MERCHANT, SOUTH WATER STREET, 6 doors below Market.

☞ Particular attention paid to the sale of Naval Stores and other produce.

☞ Liberal advances made on consignment.

Wilmington, N.C., Nov. 2d, '53. 9-tf

J. M. MONK,

COMMISSION MERCHANT, WILMINGTON, N. C.

☞ Prompt and personal attention given to the sale or shipment of all kinds of country produce.

☞ I may be found at the store recently occupied by GRADY & MONK.

May 22d, 1854 220-1w—38-1y

HALLETT, HENNING & CO.,

TURPENTINE DISTILLERS AND DEALERS IN GENERAL MERCHANDISE,

HALLETTVILLE, LONG CREEK, N. C.

BENJAMIN HALLETT, }
R. HENNING, } THOS. H. WILLIAMS,
T. M. CHATTERTON, } Special Partner.

Oct. 20th, 1854 7-1y

T. SMITH & CO.,

DEALERS IN CORN, MEAL, HOMONY PEAS AND OATS, and Cow and Horse Feed,

[BEATTY'S WHARF, NORTH WATER STREET,]

WILMINGTON, N. C.

OUR Steam Grist Mill is now in successful operation. We will have it in our power to deliver the above articles at short notice. We have a 23 horse power engine and shall run two pair of four feet stones.

Orders can be addressed to C. DuPre & Co., or to the subscriber.

Corn Ground on Toll.

T. SMITH & CO.

April 18, 1854 33-1y—190-tf

F. C. SINGLETARY,

COMMISSION AND FORWARDING MERCHANT, Wilmington, N. C

☞ Particular attention given to the sale of TIMBER, LUMBER, NAVAL STORES, and all kinds of country produce.

Nov. 9th, 1854. 56—10-tf

N. F. BOURDEAUX,

INSPECTOR OF NAVAL STORES AND PROVISIONS, Wilmington, N. C. The subscriber having been elected Inspector of Naval Stores and Provisions, in the Town of Wilmington, at the December Term of the County Court of New Hanover County, will give prompt attention to all business in that line entrusted to him.

Dec. 22, 1854—16-tf N F BOURDEAUX.

J. M. ROBINSON.

Hardware Merchant, Wilmington, N. C.,

IS JUST receiving his fall supply of *warranted* Saws, Axes, Nails, Hollow-ware, Pocket, and Table Cutlery, heavy plated Table Spoons and Forks, Fine Tea Trays and Waiters, Brass and Common Andirons, Shovels and Tongs; a FULL ASSORTMENT of the *best* of Builders' Hardware; Mechanic's Tools of every variety, and warranted of superior quality; Ploughs, Fan Mills, Corn Shellers, Hay Cutters, &c. [Dec. 2, 1853. 13

FRANKLIN HOTEL,

WILMINGTON, NORTH CAROLINA.

THE SUBSCRIBERS having taken chare of the Franklin Hotel, near the Rail Road Depot, beg leave to inform the public that their Table and Rooms shall be well furnished, to all who may call on them.

JAMES ORRELL,
G. W. CROOM.

Nov. 24, 1854—12-tf

C. I. OATES' HOTEL, WARSAW, N. C.

To the Travelling Public.

THE subscriber begs leave to return his thanks to the public for former patronage, and asks the continuance of the same. He assures them that there shall be no pains spared in making them comfortable—that his House shall be equal to any on the Wilmington & Raleigh Railroad. Also, a Livery, with a sufficient quantity of provinder, at all times—with good Hacks and Horses, for the accommodation of passengers, from Warsaw to Fayetteville, or any other place to which they may wish to be carried, in the State. C. I. OATES.

Warsaw, August 14th, 1854 291-1t—50-tf

TO TRAVELLERS AND OTHERS.

THE undersigned has now completed arrangements, whereby he is enabled to convey PASSENGERS from MARLSVILLE DEPOT, on the Wilmington and Raleigh Rail Road, to LONG CREEK, in New Hanover county. *Fare* $1, each way.

He is also prepared (with good Stables and an abundance of Provender,) to keep HORSES for any length of time.—*Price* 60 cents per day. Those who may leave Horses with him, may rest assured they will be well cared for.

In a short time, he hopes to offer some better ENTERTAINMENT for his friends and others, who may favor him with their custom, than he has heretofore given them.

A liberal patronage is respectfully solicited, as the greatest efforts will be used to give satisfaction.

A. D. BORDEAUX.

MARLSVILLE DEPOT, }
12 *miles from Wilmington*, } 48-tf
August 5, 1853. }

G. W. CROOM,

INSPECTOR OF NAVAL STORES, Wilmington, N. C. Prompt attention given to the sale and inspection to all given to him in care. Office on Water Street, opposite Hall's and Nutt's Buildings.

Nov. 24th, 1854 12-tf

MARBLE, STONE AND SLATE YARD
IN WILMINGTON.

THE subscriber respectfully notifies the public that he has recently established in this town, a new MARBLE, STONE and SLATE YARD, and is now prepared to fill all orders for Monuments, Tombs, Furniture and Plumbing work.

Also, all kinds of Marble for building purposes.

Also, Flagging and Curb Stone.

Blue, Green and Variegated Slate for fire-proof roofing furnished at reasonable rates.

Orders attended to with dispatch, and on moderate terms.

Marble Yard on Water street, near the Railroad.

W. G. MILLIGAN.

May 1st, 1854 35-1y

GENIN CAPS.—The assortment of Boys' Fine Caps at the Emporium, is acknowledged to be supeior in variety and beauty to any former supply we have ever had

Oct. 6th, 1854 C. MYERS.

General Notices.

$50 REWARD.

RANAWAY from the subscriber in August last, his negro man FLEMMING. Said negro is about 27 years old, is tall and likely; and is probably lurking somewhere between the Cove on the Cape Fear and Mr. H. Beatty's, on Black River, where he is well known. He formerly belonged to Mr. Augustus Miller, and afterwards to Dr. Buie, Bladen county, from whom the subscriber purchased him.

The above reward of fifty dollars will be paid for his delivery to me, or for his confinement in any jail in the State, so that I can get him again. JOSEPH GREEN.

Robeson's P. O., Brunswick co., Nov. 4th. 9-tf

Coach and Carriage Manufactory—Clinton, N. C.

BOLD ROBIN HOOD respectfully informs the citizens of Sampson county and public generally, he, having recently been partially burnt out, has rebuilt; and his establishment is now in full operation in all its various branches. He is prepared to put up the PATENT SPRING BUGGY, having purchased the right for the county of Sampson; and hopes by strict attention to business to merit a share of public patronage. He warrants all his work to be made of the very best materials, and should any of it fail in twelve months with fair usage, either in workmanship or material, it will be repaired without charge. Persons wishing to buy would do well to call and examine for themselves, as he does not intend to be surpassed for style, elegance and durability.

☞ REPAIRING done in the neatest manner, at short notice. ☞ Mill Ink and Gudgeons, made and warranted for ten years, for $10.

Clinton, May 12, '854—36-tf.

CARRIAGE MANUFACTORY.

Mulberry Street, bween Front and, North Water Streets, Wilmington N. C.

THE subscriber has on hand a large assortment of the latest styles of CARRIAGES of his own manufacture, which he offers for sale at reduced prices: among which may be found—Rockaways and Coachees, with and without patent couplings, Dunam's Buggies, Waggons, Sulkies, &c.; also, all kinds of Harness. Repairing done at short notice, and in the best manner.

Also, Saddles, Bridles, Whips, Collars, Hames, Trunks, Vallices, Carpet Bags, &c.

Purchasers will find it to their interest to call and examine before purchasing elsewhere. Also, all kinds of Carriage Trimmings. ISAAC WELLS.

Wilmington, Feb 3, 1854. 22tf

THOS. B. CARR. M. D. D. D. S.

PRACTICAL DENTIST for the last ten years, charges for

10 or less artificial teeth on fine gold plate, each,	$ 7 00
An entire set of teeth on fine gold plate,	150 00
Ditto on gold, with artificial gums,	150 00
Ditto on Platina plate, with artificial gums,	150 00
Upper or under ditto, each,	75 00
A Pivot tooth that cannot be distinguished from the natural,	5 00
A fine gold filling, *warranted permanent*,	2 00
Do and destroying the nerve,	$3 to 5 00
Extracting a tooth,	50 cts. to 1 00

Best dentifrices and tooth brushes always on hand. Every operation *warranted* to give entire satisfaction. Teeth inserted immediately after the extraction of the fangs, and remodeled after the gums have shrunken, without additional charge.

Office on Market-st., 2 doors below the Church.

Wilmington, N. C., April 24th, 1854 195-1m—34-tf

TO OUR COUNTRY PATRONS.

WE would beg leave to state that we have now in store, and are still receiving, the largest and most varied stock of Hats and Caps it has ever been our pleasure to exhibit to our friends. The assortment is nearly complete, and has never been surpassed for variety and beauty of styles in the State, and consists as usual of Hats, Caps, Canes and Umbrellas, to the inspection of which we would call the attention of all in want of articles in this line, as we are determined to sell at prices that will make it for the interest of Country Merchants and Planters and all others to buy in this market. A call is solicited.

C. MYERS,
Hat and Cap Emporium,
Sept. 8. No. 1 Grante Row.

FRENCH BURR MILL STONES, WARRANTED.—The Subscribers inform their friends and the public that they make to order FRENCH BURR MILL STONES, warranted to be of the best quality, being made from Burr Blocks of their own importation from the best quarries in France. They also keep for sale COLOGNE, ESOPUS and COCALICO MILL-STONES, BOLTING CLOTH and CALCINED PLASTER. From the Senior Partner's long experience in the late firm of Egenton, Morriss & Co., of which he was a member, and their determination to give satisfaction, they assure customers their orders shall be faithfully and promptly executed.

WILLIAM HOGG & SON.

S. E. Corner of North and Centre Sts opposite the Baltimore & Susquehanna R. R. Depot, Baltimore.

June 30, 1854 43-12m*

LOST.

ON WEDNESDAY LAST, on the Newbern Road, between the Golden Place and Wilmington, a large Black Morocco POCKET BOOK, containing a sealed letter, handed to me by John A. Avirett, Esq., at Jacksonville, on Tuesday last, (the address not recollected); one Note against Willis Webb, of Onslow county, for $27, dated the 9th or 10th of November, 1853, in favor of the subscriber or Fulton & Price, (not recollected which,); one Note, for $5 50, against John Walton, Jr., in favor of Fulton & Price, dated 16th March, 1853, and one Note against John A. Freshwater, of Onslow county, for about $2 50, (date not recollected,) together with several unreceipted accounts against sundry persons in Onslow county. The makers of the above Notes are forewarned against paying the same to any person except the subscriber or Fulton & Price. The finder will be suitably rewarded by delivering the Book and contents at the Journal" office. A. L. PRICE.

Nov. 9th, 1854

TO MILL OWNERS.

THE subscriber takes this method of informing his friends and the public that he still continues in the Mill Wright business and all its branches, viz: foundering, framing, and erecting Water or Steam Mills upon various principles, either with simple or complicated machinery. He returns his thanks to the public for the liberal patronage he has received heretofore, and hopes by strict attention to business, and by giving general satisfaction, to merit a continuance of the same. He flatters himself that his work will compete with that of any other machinist for speed and durability. All persons who want work done in the above line would do well to give him a call, as he has several competent workmen in his employ, and is prepared to execute all jobs at the shortest notice and on very reasonable terms. Orders promptly attended to. For further information address the subscriber at Beatty's Bridge, Bladen county, N. C.

D. B. JOHNSON.

Feb. 15 1854. 24-1y

CARRIAGE MANUFACTORY AT CLINTON N. C.

THE subscribers respectfully inform the citizens of Sampson and adjoining Counties, that they are permanently located in Clinton, and have recently fitted up their establishment for the purpose of making and repairing all kinds of Riding Vehicles. All work will be warranted for twelve months. Their charges will be found moderate. They solicit a share of the custom of the public, and hereby tender their acknowledgements for the liberal patronage heretofore received.

M. FRAZIER,
V. RACKLEY,

May 18th, 1854 37-1y

LAND FOR SALE.

900 ACRES of Land situated on Long and Cypress Creeks, seven miles from Long Creek Bridge and five miles from Burgaw Depot. There is about ONE HUNDRED ACRES cleared, with a good Dwelling, all necessary out houses, and a never failing well of water. Also a Grist Mill in good order, and well watered. The place is healthy as any in the country. It is well timbered with pine, cypress, oak and other growths.

Persons wishing to purchase will please examine the premises. RICHARD L. BOURDEAUX.

Dec. 22, 1854 16-3m*

Fifteen Thousand Dollars worth of Boots, Shoes and Brogans, at Wholesale.

HAVING purchased our entire stock just from the manufactories, we are prepared to offer inducements to COUNTRY MERCHANTS equal to any establishment South of Boston. JONES & GARDNER.

Oct. 7, 1854. 181-tf

TURPENTINE LAND FOR SALE.

The subscriber offers for sale low, if applied for soon, 11,000 acres Pine Land, all in one body, lying on the Altamaha River, 15 or 20 miles from Darien. There has been no timber cut on the above land. For further particulars, address HENRY A. CANNON,
Darien, Ga.

Jan. 4, 1854. 18-7t*

WANTED.

A TEACHER to take charge of Union Academy, located at Harrell's Store, New Hanover County. None need apply without letters of recommendation of a good moral character, and of his capability of imparting a correct knowledge of the English, Latin and Greek languages and Mathematics. For further information apply to the subscriber.

N. H. FENNELL.
Secretary Board of Trustees.

Harrell's Store, Nov. 11., 1854 12-tf

NOTICE.

ABOUT the first of this month, I lost a Note under seal, against David J. Smith, payable one day after its date of about the first of October 1854, for the sum of one hundred and thirty five dollars, with a credit of ten dollars the same day of the date of the note. All persons are cautioned not to trade for said note, and I will reward any person who will find and deliver the note to me.

EVAN JOHNSON.

Bladen, Jan. 12, 1855. 20-1m*

General Notices.

REAL ESTATE FOR SALE.

The subscriber offers for sale all that tract of land lying in the fork of the North East River and Turkey Creek, 14 miles from Wilmington, containing about one thousand acres. Any person wishing to engage in the shingle business, or cutting wood, this place offers a rare and most excellent chance. There can be about 7 or 800,000 shingles made on the land, and about 8,000 cords of Pine Wood, none of which will be to haul over half a mile; and about 4,000 cords of Ash and Maple Wood, and there is not a better range for cattle and hogs in this section of the State.—For terms, apply to SAM'L. R. BUNTING.

Jan 5, 1855. 103-4t—19-6t

FOR RENT.

A LARGE and commodious HOUSE, with suitable out houses, situated 12 miles from Wilmington, at the terminus of the W. & T. Plank Road, and built for the purpose of a Boarding House. The situation offers rare inducements to any person who may wish to engage in the business of Tavern keeping, being situated at Topsail Academy where a number of boarders can be readily obtained, there being a male school in successful operation, and a female school in contemplation.

For terms inquire of N. N. Nixon, Wilmington, or JOS. M. Foy, Scotts Hill. J. M. FOY, Agent.

Jan. 10th, 1854 107-1t—w19tf

BLACKSMITHING.

THE Subscribers would respectfully inform the citizens of Wilmington and surrounding vicinity, that, having in their employ at their NEW ESTABLISHMENT, the most skillful workmen to be obtained in the country, they are prepared to furnish TURPENTINE MAKERS, at the shortest notice, with WOOD'S CELEBRATED ROUND SHAVES, and FARMERS with PLOWS of any and all discriptions, of superior adaptation to SOUTHERN AGRICULTURE, to any thing of the kind ever imported from the NORTH. HORSE SHOEING DONE IN THE VERY BEST STYLE.

Wilmington, N. C. L. WOOD & CO.

Jan. 12th, 1855—19-6m North Water Street.

SASH AND BLIND FACTORY.

THE Wilmington Sash and Blind Factory is in opperation again, and is prepared to execute all orders at short notice for Sash, Blinds, Doors, Scrolls and Brackets of any shape or figure. Collumns for Porches, Mouldings of any pattern or size, Banisters and Hand Rails for Stairway. Turning of any dimension.

The proprietor solicits the patronage of his friends and the public at large, and hopes to merit the same by the well execution of his work and prompt attention to all orders forwarded to him.

Office and Factory first building North of the Wilmington & Raleigh Rail Road Depot. S. P. IVEY.

Jan. 12th, 1855. 19-5t

W. & M. RAIL ROAD.

KEMP & BONHAM, Merchants and Distillers, at Jonesboro', N. C., are prepared for the purchasing of Turpentine, at highest market price, either for Cash or Barter

Sept. 7th, 1854 2-3t—1-6m

CLEAR THE TRACK.

I HAVE just returned from New York with a large and extensive assortment of goods of almost every description admirably adapted to town or country trade, all of which will be sold very low either at *Wholesale* or *Retail*. Country Merchants wishing to purchase small stocks, or persons wanting goods by the piece, would find it to their advantage to give me a call before making their purchases elsewhere, as I am determined to sell, if I can get a chance; my stock consists of Dry Goods, Hats, Boots and Shoes, Hardware and Cutlery, Hollow Ware, Crockery, Glass and Stone Ware, Saddlery, Nails, Groceries and Provisions of all kinds. Come and see for yourselves. A. B. McCALEB.

Nov. 3d, 1854 9-tf

TAKEN UP

AND Committed to the jail of Onslow county, on Tuesday, the 31st of October, a negro boy, who says his name is JIM, and belongs to T. Pollock Burgwyn, and ranaway from the Bryan plantation, given to Burgwyn by George Pollock. Jim is about 21 years old, and about 5 feet 5 or 6 inches high. The owner of said boy is requested to come forward, prove property, pay charges, and take him away, or he will be dealt with as the law directs. M. L. F. REDD, Sheriff.

Jacksonville, N. C., Nov. 4th, 1854 10-tf

WANTED,

A COMPETENT SCHOOL TEACHER, for district No. 23, on Colvins Creek, New Hanover county, apply to

JOEL L. MOORE, }
A. M. COLVIN, } Committee.
JNO. HENRY. }

Oct. 20th, 1854 7-tf

TO TURPENTINE MAKERS!

THE Subscriber having located himself at Black River, at the site known as Beatty's Bridge, is prepared to purchase Turpentine delivered at his landing, at Wilmington prices, less the difference of Freight.

JNO. S. JAMES.

May 6th, 1854 206-1t-36-tf

WILMINGTON MARBLE AND STONE YARD.

THE subscriber having accepted the agency of several large establishments at the North, which will furnish him with no unlimited supply of finished or unfinished foreign or domestic MARBLE of all qualities, is prepared to fill all orders for MONUMENTS AND TOMB-STONES—and every other article in the line of the business, at reasonable rates.

SCULPTURING, LETTERING, or CARVING, executed as well as can be done either North or South

The best of reference can be given if required.

March 10 1854—27-tf JAMES McLARANAN.

BELLS, BELLS, BELLS.

THE Subscribers manufacture and keep on hand a large assortment of Bells suitable for Churches, Academies, Factories, Steamers, Plantationl, etc., mounted with their improved Hangings, the most efficient in use. Their establishment has been in operation Thirty Years, having turned out nearly 10,000 Bells averaging 600 lbs. each; and its patterns and process of manufacture so perfected, together with recent improvements, that its Bells have an unequaled reputation for volume of sound and quality of tone. They have just received—Jan. 1854—the FIRST PREMIUM (A Silver Medal) of the WORLD'S FAIR in New York, over all Bells from this Country or Europe. Having a large assortment of Bells on hand, and being in immediate connection with routes in all directions, either Rail Road, Canal or River, and but 4 hours from New York, we can execute orders with dispatch. Address A. MENEELY'S SONS.

May 19, '54—37-12m West Troy, Albany Co., N. Y.

FOR SALE,

A CONVENIENT TWO-STORY DWELLING HOUSE, and also two vacant lots adjoining the same, on Harnett street, in the Northern portion of the town of Wilmington. The House is nearly new and in good order, having been recently painted. It is now occupied by a good tenant, at a rent of $200 per annum. There is an insurance of $1,000 on the dwelling house, in the N. C. Mutual Insurance Company.

For further particulars, enquire of

Feb. 17—24-tf] WM. H. LASPEYRE.

LAND FOR SALE.

I OFFER FOR SALE two tracts of land, lying on the Holly Shelter Road, in New Hanover County, 22 miles from Wilmington; one containing 461 acres, and known as a part of the Richland Tract, and the other containing 112 acres, and lying at Lane's Ferry, on the North East River. The larger tract is good farming land, equal for agricultural purposes to any land in the lower part of the State. The smallest tract is pine land.

Mr. Isaac James will take pleasure in showing the lands to any parties desirous of purchasing.

D. M MILLAN.

Dec. 29, 1854. 17-3mw*

TALLOW WANTED.—The highest market prices will be paid for Tallow, by WESSEL & EILERS.

Sept 1st, 52-tf

DISSOLUTION.

THE Co-partnership heretofore existing under the name of KING & McKINNIE, is this day dissolved by mutual consent. All persons having claims upon the firm will present them to Mr. King, and all indebted will pay the same to him. It is necessary that the business of the firm should be closed immediately.

JEREMIAH J. KING.
D. F. McKINNIE.

J. J. KING will continue the Butchering business under his own name, and hopes, by strict attention to the same, to merit and continue to receive a liberal share of public patronage.

☞ The highest CASH prices given for good Beef Cattle.

Jan. 5, 1855 18-tf

H. HARBAUGH,

WILMINGTON, N. C.,

RESPECTFULLY informs the public that he is prepared to execute PLANS of evry description—such as State and Court Houses, Banks, Prisons, &c. Also, Churches, Cottages, and other public and private edifices, Brides, Roofs, &c &c., all with Specifications and Contracts made for the same.

Orders through the Post Office will receive prompt attention, and Plans drawn and sent to any part of the country at short notice.

Jan. 29th. 1855. 20-6m

STEAM SAW MILL FOR SALE.

I WILL Sell my PORTABLE STEAM CIRCULAR SAW MILL, situated on Topsail Sound Plank Road, nine miles from town, if application be made within two weeks. The Mill is 20 horse power, all complete with two excellent Saws. Apply to N. N. NIXON.

Jan. 19th. 1855. 20-3t

$10 REWARD.

RUNAWAY from the Subscriber, a negro man named "MOSES," bought yesterday at the sale of the negroes belonging to the estate of Daniel Sanders, Esq. MOSES is about 33 years old, rather light colored and of small size. He has a wife at Mr. Henry Howard's, in Brunswick county, where he may possibly be lurking. The above reward will be given for his return to me, or his lodgment in any jail so I can get him.

JOHN R. HAWES.

Black River, New Hanover Co., Jan. 16th, 1855 20-3t*

Drugs, Medicines, Paints, Oils, &c.

JUST RECEIVED.—10,000 lbs. White Lead, Pure, Extra and No 1; 1,000 lbs. Black Lead, in Oil; 1,000 lbs Venetian Red, in Oil; 1,000 lbs. Yellow Ochre, in Oil; 25 bbls. Blake's Fire Proof Paint: 40 bbls. Silver's Plastic Paint; 10 bbls. Linseed Oil; 5 bbls. Lamp Oil; 5 bbls. Common Oil: 5 bbls. Machinery Oil; 400 lbs. Chrome Green, Dry and in Oil; 200 lbs. Chrome Yellow, Dry, and in Oil.

A full assortment of PAINTS always on hand and for sale, wholesale and retail, by W. H. LIPPITT,

Nov. 1 Druggist and Chemist.

1,000 BOXES Window Glass, assorted sizes and brands, for sale at Manufacturer's prices, by WM. H. LIPPITT, Druggist and Chemist.

200 OZ. Sulph. Quinine; 10 bbls. Epsom Salts; 1 cask Cr. Tartar; 1 cask Sup. Carb. Soda; 50 lbs. Seidlitz Mixture; 10 lbs. Rochelle Salts; 50 lbs. Gum Opium; 50 lbs. Gum Guaiacum; 1 bbl. Gum Camphor; 500 Black Pepper; 300 Alspice; 50 lbs. Calomel; 50 lbs. Nutmegs; 25 lbs. Iodid Potass; 50 lbs. Mace; 10 lbs Sulph. Potass; 100 lbs. Rhubarb; 50 lbs. Ipecac.

For sale wholesale and retail, by W. H. LIPPITT,

Feb. 23] Druggist and Chemist.

JUST RECEIVED FROM PHILADELPHIA:—
1 case Sulph. Quinine; 50 ozs. Calomel;
10 ozs. Sulph. and Acetate Morphene;
25 ozs. Cinchonia; 5 ozs. Salarine;
25 ozs. Blue Mass; 10 ozs. Chloroform;
19 bbls. Epsom Salts, and a choice collection of Chemicals from the Labratories of Poms & Weightman and Chas Ellis. For sale cheap at C. & D DuPRE'S,

June 10] Drug and Chemical Store, Market-st.

OILS! OILS!!—Just Received a fresh supply of Linseed, Train, Lard, Fish, Elephant, Whale and Sperm Oils. For sale by W. H. LIPPITT, Druggist and Chemist.

JUST RECEIVED FROM BALTIMORE & PHILADELPHIA. 25 bbls. Silver's Fire Proof Paint, all colors; 20 casks Spanish Brown; 10 do. Venetian Red; 5 do. Yellow Ochre. For sales by C. & D DuPRE,

June 10. Druggists & Chemists, Wilmington, N. C.

Schools.

FLORAL COLLEGE.

THE twenty-seventh term of this Institution will commence on the 15th January, 1855, under the superintendence of CHARLES CLARK, A. M., assisted by an able corps of instructors.

TERMS PER SESSION.

Tuition in Preparatory department	$8
" " College course	15
Music on Piano	20
" " Guitar	15
French	10
Painting	10
Board at Stewart's hall per month	7

Mr. Neill Alford, of Marion District, S. C., having taken charge of this department, the Trustees have full confidence that the duties will be discharged satisfactorily.

M. C. McNAIR, Sec'y.

Jan. 10, 1855. 20-1m

NEW SCHOOL.

MR. J. RADCLIFFS, a graduate of the S. C. Military Academy, designs opening a School in the town of Wilmington on the 1st of February next, for the instruction of boys, and of preparation for an advanced scientific course. In addition to all the usual elementary branches, several texts will be introduced in Pure and Mixed Mathematics. The Elements of Geometry, Algebra, with its application, to the solution of Geometrical Problems, to Conic Sections, and to Fluctions, or the Differential Calculus. Plane and Sphineal Trigonometry, with their respective applications to heights and distances. Land Surveying with field practice, in connexion with which will be taught Topographical Drawings. In order to conform his system as nearly as possible with that adopted by Military institutions generally, he further proposes to teach the Squad and Company Drills, with other Military exercises, two afternoons in every week, free of charge. A synopsis of the course of study in each class will be distributed on the day of commencement. Applications may be left at the store of Messrs. Brown & Anderson. Terms made known on application.

REFERENCES:—The Faculty of the State Military Academy, Charleston; The Board of Visitors, viz: Gen. J. Jones, Graniteville, S. C.; Gen F. Jamison, Orangeburg, C. H; Gen. D. Wallace, Somerville, Union District; Gen. J. H. Means, Buck Head; Col. J. D. Wilson, Society Hill, Darlington District; Gen. R. G. M. Dunnovant, ninety-six Depot, Aubeville; Wilmington, T. W. Brown, W. S. Anderson.

Jan. 5, 1855. 18-tf

GOLDSBORO' FEMALE COLLEGE.

THE third Session of this Institution commences on Wednesday, the 3rd of January, 1855, and ends on the 3rd of June, 1855.

Rev. JAS. H. BRENT, A. B., President.

Dr. MORGAN CLOSS, late of Chapel Hill, Prof. of Mathematics.

And a full corps of Teachers in every branch.

Board, including Washing, Lights, Fuel, &c., per session,	$50 00
Tuition in Primary Department,	$10 00
Collegiate Department,	$20 00

One hundred dollars will cover all expenses of the session in the Collegiate course and all ornamental branches.

Pupils in primary department charged the usual price for ornamental branches. One half payable in advance.

Three Lectures on scientific subjects will be delivered each month.

We are making every effort to render the School the first in advantages and cheapness, and pledge to reduce prices, and multiply the advantages in proportion to the increase of patronage. When our number of pupils reaches 200 we shall be able to reduce the prices nearly one half. every one aiding us, is also aiding in placing the means of a superior education within the reach of almost every girl in the State.

We return thanks for the unexampled support we have had and believe it will be continued. For further information apply to the President of the faculty, or myself.

WM. K. LANE,
President Stockholders.

Dec. 15, 1854. 15 tf

TOPSAIL ACADEMY.

THE exercises of this Institution will be resumed on the 2d day of Oct., 1854, and will be continued for a term of ten months, divided into two sessions. The course is thorough and extensive, embracing all of the studies usually taught in a preparatory school.

TERMS PER SESSION OF FIVE MONTHS:

Primary Department	$8 to $12
Academic	16
Collegiate	20

Board will vary from $8 to $10 per month.

For further particulars, address N. N. NIXON,
Pres't Board of Trustees, Wilmington, N. C.

Sept. 28th, 1854 24-3t—5-tf

CO-PARTNERSHIP NOTICE.

THE Subscribers have this day formed a Co-partnership under the firm of KING & NIXON, for the purpose of carrying on the BUTCHERING BUSINESS in the town of Wilmington.

Persons having stock to dispose of, will receive the fullest market price for a good article. They intend offering constantly, at their Stall in the Market House, the very choicest meats that can possibly be procured, to which they invite the attention and patronage of the public.

H KING,
C. H. NIXON.

Jan. 1, 1855. 19-3m*

SPLENDID HORSE FOR SALE.

THE Subscriber offers for sale a fine Stallion, 3 years old, weighing 1100 pounds. Any person wishing a good Stock Horse would do well to call and see him. He is pronounced by impartial judges, and men who are judges of horses, to be one of the finest horses ever raised in Duplin County. D. T. BONEY.

Teachey's Depot, N. C., Oct. 27th, 1854 8-tf

$50 REWARD.

RUNAWAY from the subscriber, on 4th January, 1855, his negro man ISRAEL, and his wife "KATY," with their three children. Israel is about 47 or 48 years old, copper-colored, 5 feet 8 or 9 inches high, and well proportioned, has lost one of his upper front teeth, and walks with his toes rather turned in. "Katy" is reasonably tall, well proportioned, dark color, has lost two of her upper front teeth, and is about 43 years of age, and has a boy child about 12 months old; of the other children, one is a girl about 9 years old, resembling her mother, the other is a boy about 5 years old, copper-colored, resembling his father. I will give the above reward to any person who will return said negroes to me, or confine them in any Jail, so I can get them, and an additional reward of one hundred dollars for evidence sufficient to convict any white person of harboring said negroes. ELISHA PORTER, Sr.

Sneed's Ferry, Onslow Co., Jan. 19, 1855. 20-tf

LOOK OUT FOR HIM.—A plausible swindler, who represents himself to be a clergyman in distress, is practising upon the people of Charleston, and has obtained several sums of money from benevolent gentlemen.

A letter from London to the New York *Tribune*, says that "all the gallant officers, who at the Alma and at Balaklave rushed into death with readiness, are now seeking a pretext for their return to the comforts of England. They wish to sell their commissions, or to retire on half pay, because they cannot live in rags, upon half rations, unprotected against the drenching rain in the mud of the camp. It is true that they believe all those intolerable hardships might have been obviated by more capacity in the Commander in Chief, and more order in his staff. *They have lost their confidence in the success of the operations*, and feel that their health and their lives are sacrificed to the imbecility of septuagenarian Generals. Still, the nation will change them with cowardice for deserting the post of danger."

Arrival of the Steamer Canada—One Week Later from Europe.

The steamship Canada arrived at Halifax on the 17th, with Liverpool dates to the 6th instant:

NEGOTIATIONS FOR PEACE.—At the Vienna Conference of the 28th, the Austrian, French and English plenipotentiaries met and drew up and signed the interpretation of their governments on the four points. The Austrian minister then carried the document to Gortschakoff, who was in company with Count Arnin and Manteuffel, the representative of Prussia.

The Austrian minister explained the propositions to Gortschakoff, and asked if he was prepared to accept them without modification or reserve. Gortschakoff replied that his instructions did not go so far. His orders were to negotiate only on four points. A fortnight was then granted him to communicate with his Government.

Meantime hostilities will continue. The terms proposed to Russia are understood to be neither hard nor humiliating. The Russian interpretation, it is said, differs a little from that of the allies.

Prussia is still in diplomatic concert with the allies, and even engaged, under certain eventualities, to military co-operation.

It is stated that a treaty has been actually signed between France and Austria, the former guaranteeing Austria's possession of the Italian provinces. The London Times disbelieves the report

Austria has called on Prussia to place her army on a war footing. The Prussian semi-official journals say that Prussia will not consent.

THE SIEGE OF SEBASTOPOL.

The siege operations at Sebastopol from the 12th to the 21st were unimportant. Frequent sorties and repulses were occurring. Gen. Canrobert says, officially, under date of the 21st, that sorties had been made against the British and French lines, but they were repulsed and pursued by the French with considerable loss.

On the 22d Gen. Canrobert, in his official report, says that, notwithstanding the bad weather, the siege continued. Scarcely a night passed without some portion of the French lines being attacked, costing the assailants dearly. The French works extend to the bottom of Quarantine Bay, and the enemy manly dispute every inch of ground.

The works advance steadily. A reconnoisance reports only pickets on the left bank of the Tshernaya, the main Russian army having moved probably towards Eupatoria.

The officers of the garrison of Sebastopol are to have each month's service recorded as a year.

The Czar's sons, Michael and Nicholas, were to return to the Crimea on the 7th inst.

Eight thousand French reinforcements arrived at the camp between the 13th and 20th, besides others at Constantinople. The French on the 22d had only 1,400 wounded and 1,300 sick. A heavy snow storm prevailed.

On the 25th of December Gen. Canrobert writes that he shall soon be able to take the offensive, and make good his losses more promptly and more solidly than the enemy can. The army was full of confidence.

The Allies on the 25th had opened fire. The plan of operations is that the fire be continued without cessation for forty-eight hours, followed by a general assault by both the French and British.

A letter from the Sultan, dated the 25th, orders Omer Pasha to go immediately to the Crimea, to concert measures with the allied Generals.

On the 26th Menschikoff telegraphs that between the 20th and 26th nothing remarkable occurred, with the exception of two sorties on the 21st, in one of which eleven officers and thirty-three soldiers were taken prisoners, and a considerable number killed. That both the English and French were preparing to assault the south side of the city.

On the 26th considerable Russian reinforcements reached Odessa.

Admirals Dundas and Hamelin were at Constantinople, on their way home. Admirals Lyons and Bruet were in command of the fleets. General Cardigan has also left for England. Sir Lacey Evans has resigned in disgust.

The Constantinople News says the siege works have advanced so far, that direct communications are prevented between the garrison of Sebastopol and the Russian force near Balkalava.

Although the works of attack are in a very forward state, the correspondent of Le Presse believes that nothing serious can be attempted before the 15th of January.

The Turkish government was using great expedition in providing supplies of ammunition, &c., for the Allies.

Sebastopol—The Expected Great Battle.

The following, from the Liverpool Times of the 30th ultimo, will be read with deep interest at the present time:

The fate of Sebastopol appears now to be mainly depending on the state of the Crimean weather.—Our war intelligence yesterday, which comes down to the 18th instant, states that the reinforcements that had reached the Allied camp up to that date amounted to 18,000 men; and we learn from Constantinople and other sources that on the 18th the Royal Albert passed through the Bosphorus for the Crimea with 1,800 troops, and that the Turkish troops from Varna were arriving rapidly at the seat of war. On the 15th, three days previous to this, the Allies were said to have been in force and ready to give battle to the enemy manœuvring on their rear. All this looks well, and if it be true that the French have mounted their guns on their third parallel, the assault must be near at hand.

If the British engineers have been equally fortunate in pushing forward their siege works, and arming their large siege batteries, there could have been little more required in the way of preparation for the decisive blow which has been so long threatened and so often deferred. It must not be forgotten, however, that the French are much nearer to their ships and have very little difficulty in bringing up their heavy guns, ammunition, and provisions, &c., compared with what the British have. The former cannot be above one or two miles from their fleet.—The latter are eight miles from Balaklava. This is a prodigious difference and it would probably keep our works back for some days. Yet, when an army is standing in force, and face to face with an enemy, a day or two generally produces some remarkable change on one side or the other.

Prince Menschikoff can ill afford to waste time in looking at the movements of the Allies, and those of General Liprandi's troops upon Lord Raglan's left flank and rear looks as if he anticipated some determined attempt on Sebastopol. The appearance of that general in the neighborhood of Balaklava looks, in fact, as if Prince Menschikoff saw that the attack of the allies was close at hand, and had ordered Liprandi to take up the position it was meant he should occupy, with a view to threatening our left flank, while the Russian army will appear again on the slopes of Inkermann to force our extreme right.—That there is a large body of the enemy somewhere to the north of Inkermann is quite certain. The Allies will therefore have to defend the extreme right and left of their position while the storming of the garrison is going on; and, it is to be hoped, that while we are told the Allies are in force and ready to give battle, Liprandi on the left, our right flank will not be overlooked. If such an oversight should occur, the consequences would be terrible indeed.

Without taking such matters into account, however, and merely looking at the blow about to be struck, the public may well feel the deepest interest and the most intense anxiety. If the Russian generals have been as fortunate as our own in receiving reinforcements, it may be necessary to delay the final attack until the allies increase their strength still further than they had on the 18th. But if the enemy have received no further succor than that which is known to have reached them since the battle of Inkermann, the allies can undertake the assault with a force equal to 40,000, and still hold from 35,000 to 40,000 men in reserve; as their united strength on the 18th could not have been less than 75,000 or 80,000 men independent of the Turks, of whose service we still hope to hear a good account. The Ottoman troops which were last sent from Varna were veteran soldiers, and formed a part of the flower of Omer Pacha's army—and we have, therefore, a right to expect something from them; and with their numbers, if the allied commanders find themselves at the head of an effective force or 100,000 men, it is not at all probable that they would delay the assault many hours, much less days, after the 18th. But the weather may have been such as to have rendered any military operations impossible, and the 25th may have been spent by the allies in their trenches, instead of within the walls of Sebastopol. Still we repeat, we do not apprehend any serious disaster from gross oversights in the assault. Such a step would scarcely be undertaken without a council of war, in which case every general would have his say, and all contingencies would be discussed and provided for in due time. And, desperate as the attack must appear, and we fear will prove, there can be no doubt of its success if the allies possess the strength they are said to have. And the public may rest assured that once that strength is in the field, and the weather will admit of their moving, something decisive will be undertaken, with a rational prospect of success.

Moscow Never Burned.

Senator Douglass is said to have made the discovery, while traveling in Russia, that the city of Moscow was never burned! The following statement of the matter is from the Muscatine (Iowa) Inquirer:

Coming up on the boat a few days ago, we happened to fall in company with Senator Douglas, who came on board at Quincy, on his way to Warsaw.—In the course of a very interesting account of his travels in Russia, much of which has been published by letter writers, he stated a fact which has never yet been published, but which startlingly contradicts the received historical relation of one of the most extraordinary events that ever fell to the lot of history to record. For this reason the Judge said he felt a delicacy in making the assertion that *the city of Moscow was never burned!*

He said that, previous to his arrival at Moscow, he had several disputes with his guide as to the burning of the city, the guide declaring that it never occurred, and seemed to be nettled at Mr. Douglas' persistency in his opinion; but on examining the fire marks around the city, and the city itself, he became satisfied that the guide was correct.

The statement goes on to set forth that the antiquity of the architectural city—particularly of its "six hundred first class churches," stretching through ante-Napoleonic ages to pagan times, and showing the handiwork of different nations of history—demonstrates that the city was never burnt down (or up) The Inquirer adds:

The Kremlin is a space of several hundred acres, in the heart of the city, in the shape of a flat iron, and is enclosed by a wall sixty feet high. Within this enclosure is the most magnificent palace in Europe, recently built, but constructed over an ancient palace, which remains, thus enclosed, whole and perfect with all its windows, etc.

Near the Kremlin, surrounded by a wall, is a Chinese town, appearing to be several hundred years old, still occupied by descendants of the original settlers.

The circumstances which gave rise to the error concerning the burning of Moscow, were these:—It is a city of 450,000 inhabitants, in circular form, occupying a large space, five miles across. There the winters are six months long, and the custom was and still is, to lay up supplies of provisions and wood to last six months of severe cold weather. To prevent these gigantic supplies from cumbering the heart of the city, and yet render them as convenient as practicable to every locality, a row of wood houses was constructed to circle completely round the city, and outside of these was a row of granaries, and in these were deposited the whole of the supplies. Napoleon had entered the city with his army, and was himself occupying the palace of the Kremlin, when, one night, by order of the Russian Governor, every wood house and every granary simultaneously burst into a blaze. All efforts to extinguish them were vain, and Napoleon found himself compelled to march his army thro' the fire. Retiring to an eminence, he saw the whole city enveloped in vast sheets of flame, and clouds of smoke, and apparently all on fire. And so far as he was concerned it might as well have been, for though houses enough were left to supply every soldier with a room, yet without provisions or fuel, and a Russian army to cut off supplies, he and his army could not subsist there. During this fire some houses were probably burnt, but the city was not. In the Kremlin a magazine blew up, cracking the church of Ivan more than a hundred feet up, but setting nothing on fire.

Mr. Douglas saw the fire marks around the city, where wood houses and granaries for winter supplies now stand as of old; but there appears no marks of conflagration within the city. On the contrary, it bears the unmistakable evidences of age.

New Hampshire always Erect.

The democratic meetings in N. Hampshire, now almost of daily occurrence, remind one forcibly of those monster gatherings which characterized the campaigns of 1840—44; the same outporing of the masses, the same enthusiasm, the same vigilance and fidelity, and the same heartfelt interest animating the chosen leaders as well as the rank and file. The tone of the democratic press of that State is hopeful even to exultation, and the indications are unmistakeable that in the coming struggle New Hampshire will stand where she has ever proudly stood.

Among the resolutions passed by the late democratic senatorial convention of the first district were the following:

"*Resolved*, That we have unwavering confidence in the administration of General Franklin Pierce; that his official acts meet our candid and hearty approbation; that his foreign policy is a triumphant vindication of the sentiment enunciated in his inaugural, that the American name should be a protection to American citizenship in all parts of the world; and that the principles upon which our domestic affairs are administered by this administration are sound and democratic.

"*Resolved*, That we recognize in the principles of the Kansas and Nebraska act a practical exemplification of the vital principle of popular sovereignty.

"*Resolved*, That we are opposed to the know-nothing organization because it is a secret society of the character described by Washington as dangerous to our free institutions; because it is founded upon an intolerant basis; and because we believe it to be entirely subservient to the leaders of the whig and abolition parties, and intended to promote the interests and secure the accession of federalism. We also believe that the democratic party is never adverse to any just reforms, as it is never ashamed to avow its political principles."

SPRINKLING A RIVER.—The Shreveport (La.) Democrat of the 21st ult., says: "In speaking of the river last week, we unintentionally assisted in propagating one of the biggest 'whoppers' extant. So far is it from rising, that it became indignant at our remarks and receded still farther. We understand that a subscription is on foot to sprinkle it occasionally, to keep the boats from kicking up such an *awful dust*."

UNSEASONABLE REPTILE.—Quite a large rattlesnake was discovered, full of life and vigor, in the woods, in Henderson county, N. C., on the 31st ult. After a desperate struggle for life, in which he fought bravely, he was killed. It is something unusual to find reptiles of this description at this season, and the early appearance of his snakeship, according to old chroniclers, argues that we shall be favored with an early spring.

THE PRESS IN CHINA.—At Pekin, when an editor inserts any false intelligence, the possibility of its requisition is removed by the *removal of his head!* What a sad thing it would be for some of our contemporaries if such were the case here?

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, JAN. 26, 1855.

☞The Stockholders in the W. & Manchester R. R. Co., met in the Court House at 12 o'clock, noon. Mr. Moses of S. C., in the chair. Messrs. Mullen of S. C., and Mr. McRae of Wilmington, Secretaries. Secretaries a Committee to verify proxies. Recess until 2 o'clock. H. L. Holmes, Esq., proxy for State of N. Carolina. President's report will be found in today's paper.—*Daily Journal 24th.*

Stockholders Meeting.

The meeting of Stockholders in the Wilmington and Manchester Railroad Company met again yesterday afternoon at 2 o'clock, when the report of the President and Directors was submitted and referred to a General Committee; that part of it having reference to the Hamburg and Wateree connection was referred to a special Committee. The Committee charged with this latter portion of the subject reported in favour of prompt action and submitted resolutions for the appointment of a Committee of eight to confer with the Postmaster General and if possible to obtain aid in furtherance of this connection, so important to the prompt and certain transmission of the mail; also to confer with the heads of the various companies North and West of the Manchester Road, interested in the construction of a work so essential to the prosperity of the whole seaboard route, with a view of obtaining their co-operation. Said Committee to report promptly to the Board of Directors, who are authorized to adopt such measures as they may deem requisite to meet the emergency. This report and the accompanying resolutions were unanimously adopted.

The reports of the Treasurer and Superintendent were submitted this morning. The Committee to which was submitted the report of the President and Directors, submitted a report thereon, which is now under consideration, the chief discussion being upon the recommendation of the Committee to decline accepting the amendment to the charter of the Company made at a recent Legislature of the State of North Carolina, whereby the State would appoint one Director in the Company's board, and the proxy of the State be estopped from voting on the election of the remaining Directors. The amendment has been rejected.—*Ib.*

What has become of Turkey?

Is the sick man dead, or has he only fainted?—Where are the Turkish armies that so gallantly resisted the onward progress of the Russians on the Danube? What has become of the troops and generals who made Citale and Kalafat and Silistria memorable words? We hear nothing of them now. Turkey is seldom or never named in the calculations made—she is not even alluded to in the English and French speeches from the throne. Omar Pasha, who has shown himself a man and a general, in the prime of life, is thrust aside to give place to the superannuated Raglan and the hardly more energetic Canrobert. Why is all this? The gallant stand made by the Sultan awoke the sympathies of all Europe, and we may also say, of all America. Since this element has been ignored, since the Allies of Turkey have virtually refused her a voice in her own quarrel, and made *their* doings, *their* interests and *their* schemes paramount, this universal sympathy has died away. Russia has never aimed so severe a blow at the independence of Turkey, and the consideration due her as an independent power, as has been inflicted by her own *friends.*

It was calculated that Turkey could place three hundred thousand men in the field, and at first, before the fatal assistance of the allies, she did show herself not unworthy of her ancient repute, but since that ill-omened assistance has been given, all has gone wrong. Austria, even more unscrupulous than Russia, has possession of the principalities—every thing has gone to ruin in Asia; Sebastopol, the great bug-bear of the Black Sea is stronger than ever, and Turkey is dead—her name is never named, her forces are no where, her generals are unemployed—her statesmen, with whose names the world rung, are forgotten, and Sultan Abdul Medjid and Reschid Pasha are unfamiliar words. England and France seem to have killed the "sick man," and if they can't whip Russia, will be apt to seize upon Turkey; and Austria will share the spoils.

The business of the Legislature is advancing rapidly, and assuming such form and pressure as enables us to form some idea of what will ultimately be done. In the way of internal improvements we are inclined to think that the Eastern and Western extensions of the Central Railroad will certainly go through. We have strong hopes of the Wilmington and Charlotte Road;—most, if not all, the Plankroad charters will be granted, and in most cases State assistance will be given. Plankroads have all paid. While the friends of the Central Road demand, and will get, a million of dollars to complete that already expensive work, we do sincerely hope and trust that one-fourth that amount will not be refused to the Deep River Improvent—a work of hardly less importance. This is about the amount estimated by Mr. Douglas, as required to complete it on the most approved plan.

Most of the proposed banks at the less important points will be defeated. The State and Cape Fear Banks are nearly certain to be rechartered. Some additional banking capital will certainly be given to Wilmington, though not as much as asked for, or as our people here think is needed. We do not think that Mr. Caldwell's Railroad Stock Bank will go thro'. The old rub-a-dub militia system will not be disturbed, and the "three little pigs and a bob-tailed sow" will still delight the public. The military committee in the House will, we think, report favorably upon Col. Meares' bill for a Military and Scientific Academy. The Legislature will hardly adjourn under four weeks, and not without passing a tax bill sufficient to meet promptly all demands against the State Treasury.

Railroading.

We had no idea of the immense developement of the Railroad interests since 1850, until we saw the tables published in the New York Commercial which show that the number of miles put in operation during the last five years has been greater than the whole number existing before 1850. On the first of January 1850, the number of miles in operation was 10,287, constructed at a cost of $305,607,955. On the first of January 1855, the number of miles in operation was 21,310, at a cost of $620,316,303. During the last three years the annual amount expended on Railroads has been close to one hundred thousand dollars. The extent to which this enormous and unprecedented absorption of business capital to fixed investment has operated to cramp all business operations requires no remark to make it plain. The number of miles in course of construction is 16,975.

Fayetteville & Warsaw Plank Road Company.

The annual meeting of the Stockholders of the Fayetteville & Warsaw Plank Road Company, was held in Clinton, on the 20th inst. They elected Wm. Faison, Patrick Murphy, Dr. Thos. Bunting, C. C. Oates, Alfred Johnson, J. R. Beaman, and Dr. Wm. McKoy, Directors for the ensuing year. At a meeting of the Directors, Dr. Wm. McKoy was elected President, Patrick Murphy, Esq., Treasurer and Secretary.

A time like the present, when our people are cramped for the means to transact any business, may not appear the most suitable for calling the attention of our mercantile community to the necessity of making extra exertions for the purpose of securing new branches of trade. But it is to be hoped that things will not always be as they are now—it would be unreasonable to suppose it. In fact, things *can't* stay as they are. For the better or worse, a change *must* come, and we think the worst is pretty nearly known—let us look forward and prepare for a better future. If over-trading has been the cause of the present stringency and depression, the system of rigid curtailment, upon which the country has now entered, must soon bring things straight. Somehow or other indebtedness will be adjusted, and credit placed upon a newer and firmer basis. In the general revival of trade and confidence, Wilmington must share.

It is in view of this expected revival of trade, that we beg leave to recur to a matter to which we have more than once alluded before—the importance of making efforts to secure the trade of the Western counties of North Carolina by the way of the Central Railroad, now about opening. This place is 45 miles nearer to Raleigh, and points west of Raleigh, than Norfolk is, and possesses the advantage of 30 cents per barrel upon freight brought to this point over freight carried to Norfolk—no unimportant item. We make the comparison with Norfolk, because that, and not Petersburg, is the point to which flour and other products from Orange, Guilford, and other Western counties, is sent for sale or shipment. There is also an advantage of some 14 or 15 miles in favor of this place as compared with Petersburg, the shipping port of which place is at City point, on the James River, several miles distant from the city, and nearly a hundred from the ocean.

We make these remarks for the purpose of showing how the opening of the Central Road places us with reference to the Western trade. We have some advantages, sufficient to encourage us to exertion, and not sufficient to enable us to dispense with the exercise of the utmost vigilance.

Everybody knows the extent to which our Virginia rivals employ every agency for attracting custom.—Every town and every county on the line of the Central Road is canvassed. Cards, circulars, handbills and other advertisements are scattered broad cast.—Need we say that so far, Wilmington has not done anything this way. A Wilmington merchant—his agent or even his card, would be a phenomenon in most of our Western towns. We take it for granted that trade is desired here, else so much anxiety would not be felt in regard to internal improvemets calculated to bring it.

There is another matter. The Central Railroad connects with the Wilmington and Raleigh Railroad, with which it has the same guage. Now, might we ask, what good purpose is served by this connection and this uniformity of guage, if freight cannot go through without transhipment from one set of cars to another, occasioning delay, expense, the breaking of bulk, injury to barrels, frequently rendering re-cooperage necessary? Why cannot the Companies make some arrangement for through freight, or if they cannot or will not, the State which is a large stockholder in both ought to see that they do.

The British Aristocracy vs. The British People.

The conduct of the war in the East has evoked a universal burst of indignation throughout the British Empire, against the miserably corrupt system prevailing in every department of the national Service, by which all public employment is bestowed upon considerations of aristocratic connection, rather than real fitness or efficiency. The London Times plainly charges that the British Army is found to be no army at all, in the general military sense of the word. It is a mob of brave men, not more than a mob, and rather less, inasmuch as it is evidently commanded by those who should not command it, and so deprived of its efficiency.

No better illustration could be given of the fatal effects of nepotism--of favouritism of all sorts and sizes—of the attempt to make the public service simply an instrument for private aggrandisement, than this total break-down of the British machinery upon the first appearance of actual service. Octagenerian generals, without life or spirit, malapert sprigs of aristocracy, without sense or experience for aids—contracts given to favourites, and the people robbed while the troops starve. These are some of the blessings of an aristocracy, and of family and clique influence. We are candid in saying that we believe a plain despotism like that of Russia is preferable to such a corrupt, trafficing, incompetent dynasty of petty tyrants.

There are few communities, even in the United States, that have not had a chance to observe the practical effects of some such favoritism, such clique influence and dynastic rule, or attempt at it, as connected with public institutions and employments, and some idea may therefore be formed of the enormity of this abuse in England, where it is the rule, with very few and insignificant exceptions. Men will no longer enlist in the army, to be starved through the incompetency and dishonesty of government favorites. The people will refuse to pay taxes which they see expended, not for the maintenance of the national honor, but to promote peculation, and to build up ruined spendthrifts, of "good family."—Either England must kill the system, or the system will kill it.

New Hanover Courts.

The course of procedure in regard to the two weeks session, of the Superior Courts of New Hanover county, appears to have been that the bill was rejected in the House on the 16th, and on the 17th the vote by which it was rejected, was, on motion of Mr. Williams, reconsidered, and the bill laid on the table, from which it was called up by Mr. J. G. Bynum, and amended to the effect that the Judge be required to hold one extra week without additional compensation, with which amendment the bill passed its second and third readings.

HEAVY BLOW.—We were visited last night by one of the most violent storms of wind, with occasional rain, that has been experienced here for a long time. At intervals the fury of the tempest was terrific. We have not as yet heard of any great amount of damage having been done. The Brig Jesusa, broke from her morrings at Cassidey's ship yard, and drifted up as far as the Custom House. In her course she carried away the jib-boom of the Schooner "Gardiner Pike," and injured the rigging of a small river schooner, the "Charles and Edward." We also see some fences down, and fear that reports may soon reach us of severe marine disasters.

EXTENSION OF THE TELEGRAPH.—Charlotte is now connected with the "rest of mankind" by telegraph communication, the line from Columbia to that place having been completed last week, and the the first despatch received in Charlotte on Wednesday.

A fire occurred in Richmond, Va., on Saturday night last, in the Stables of Mr. Samuel S. Myers, 7th street, between Caray and Canal Streets. A carriage, two fine horses and a lot of valuable books were destroyed. Several buildings—dwellings and stores—and quantities of furniture, &c., were also consumed. Said to be the work of an incendiary.

"X" the correspondent of the Baltimore Sun, says that Mr. Gutherie, is about to resign the Secretaryship of the Treasury. We shall see.

THE ROBBERS IN TARBORO'.—By the following from the Tarboro' Southerner of the 20th inst., we notice that the burglars have commenced operations there. Nothing like keeping up with the times, although we presume our Tarboro' friends would gladly dispense with *this* kind of progress.

LOOK OUT!—On Monday night last, before 9 o'clock, a room attached to the store of Messrs. Leigh & Thigpen, in this place, was entered by some daring burglar, and a quantity of valuable clothing belonging to Capt. Gay stolen therefrom. Our citizens must be on the look out, or another extensive system of plunder will be put in practice.

It will be seen by an advertisement of Mr. Brown, that he also has sustained a heavy loss.

Mr. Brown had a valuable gold watch stolen from him.

FIRE IN NEW YORK.—A fire occurred in New York, on the night of Thursday last, by which six buildings in the Bowery were destroyed, with considerable risk of life and consequent excitement.—It appeared to break out in the store of Aaron Chester, No. 98 Bowery where a great explosion as if of gunpowder took place. The cause of this explosion have not yet been discovered.

There was a Snow Storm at the north on the 19th inst.

☞The Know Nothings were totally defeated at the municipal election in Atlanta, Georgia, on Monday last. The ticket elected is composed of Old Line Democrats

Remarks of Mr. Williams,

In the House of Commons, on the bill relative to the New Hanover Superior Court.

Upon the bill concerning two weeks' Superior Court in the county of New Hanover, Mr. Williams, of that county, remarked, that at the last session of the Legislature an act was passed, requiring the regular spring and fall terms of the Superior Court for New Hanover County, to be held two weeks. This act made no provision for summoning two sets of jurors for each week, but required the jurors of the first week to hold on the entire fortnight, and furthermore, this act made it the duty of our county trustee to pay to the Judge ninety dollars for his services for the second week. Those two provisions in that act are objectionable because oppressive to our people. If any one will look at the map of that section of the State, he will see that the geography of New Hanover County is very unfortunate for the accommodation of her citizens in attending to their public business. The town of Wilmington, in which all our public buildings are located and public business transacted, is situated in the southern portion of the county, and before many of our citizens can reach that point, a distance of over forty miles has to be overcome, and in many instances difficult and dangerous water-courses crossed. But our spring term comes in the month of April—the busiest month in the year to our farmers. Two day's loss of labor at the first working and cleaning of a young crop is more injurious than a week at any other time. Now, many of our jurors are the principal laborers in their farms, themselves, and families depending upon their own labor for support.

In fact, the farms of all, at this season, whether rich or poor, requires the superintendence, if not the work, of the owner. Then, to take our citizens from their farms, at this critical time, and keep them away for two weeks, is injurious and oppressive in the extreme. This bill, now before the House, proposes to remedy this grievance and expense in a great measure, by requiring the grand jury to sit but one week, and the number of fifteen to be summoned for the trial jury of the second week.

This bill also proposes a repeal of that section of the former act requiring the county to pay the judge. I hold that the State should pay for the second week, as well as the first, if, indeed, any pay is required.—The Judge is a salaried officer—paid so much per year for his services, and I aver that no Judge now upon the bench would be willing to vary this salary with the increase or *decrease* of business, for, in many of our western counties, the Superior Courts seldom hold over two days. The State is bound for the administration of justice in our Superior Courts; the judges and solicitors of the same are elected by the Legislature, and paid out of the treasury of the State; if it were otherwise, and the expense thrown upon the several counties, then these counties would prefer electing their own judges and solicitors.

But this additional week to the regular term of our Superior Court, was borrowed from the county of Anson, in the same judicial circuit, which by law was intitled to two weeks court, and she was not taxed to pay the Judge; neither were the counties of Guilford, Buncombe or Rutherford, which are intitled by law to the same privilege. Would it then be right in the Legislature to exempt these and tax New Hanover County for this additional week? Would the large amount of revenue she now pays into the treasury of the State, justify such a course on the part of the Legislature? She now pays over seven thousand dollars, a little over one-twentheth of the whole State revenue, while some of our western counties, entitled by law to the same benefits and priviliges, pay but a little over four hundred dollars. A high sense of public justice as well as impartiality among the several counties of the State appeals to this Legislature in behalf of the passage of this bill.

The Lien Law.

To the Editors of the Wilmington Journal:

Having lately seen published, in your paper, that the application to the present Legislature for a Lien Law, for the protection of Mechanics, and others who furnish labor and materials for the building and repairing houses, equipping and repairing vessels, &c., has received an adverse report from the Judiciary Committee, I thought it possible I might venture to solicit some information in regard to the above subject, and trust you will deem my communication worthy of notice. By some remarks made in your paper, it is pointed out how a mechanic can guard against losses in building houses; but it is not made clear how, and in what way, a mechanic, or a material man, can prevent one, who is not disposed to pay him, from conveying his property (vessels) out of the place, and defrauding his creditors of their just dues.

The proposed law, if I mistake not, seems to the mechanic who works on a vessel, and to the material man who furnishes articles for the equipping of a vessel, a lien on such vessel, which lien must be satisfied before such vessel leaves the port where the work was done, and where the articles were furnished.

What I wish to ascertain is, how can a man collect his claim against a vessel under the existing law. I am under the impression that, under the present law, (if we can call that a law which gives a debtor, if he is disposed to take advantage of it, a cloak to defraud his creditors,) none have a claim on a vessel belonging in the State, and the master or owners can contract debts, and pay the poor mechanic off, as the old saying is, "under the fore-topsail."

A MATERIAL MAN.

Reported Loss of the Fulton.

A startling report was in circulation in Washington on Saturday, the purport of which was, that intelligence had been received by the loss of the United States steamer Fulton with all on board. In the absence of all positive information, the *Union* has not the slightest hesitation of pronouncing the report as wholly destitute of truth. The Fulton sailed from Norfolk on the 30th of December with orders to cruise to the windward of Cuba, and to return through the Caribbean sea by the south side of that Island.—If any accident has befallen her, sufficient time has not elapsed for the intelligence to reach the United States.

The non-arrival of the steamer Falcon at Havana, long since over due, coupled with the fact that she was not in a sea worthy condition when she sailed from Aspinwall, may have given rise to the above report.

Mr. Keitt of South Carolina.

The debate on the Know-Nothings (says the Washington correspondent of the Charleston Mercury) has been very warm here. Among the speakers, the most prominent has been Mr. KEITT, of South Carolina.—His efforts on this subject attracted great notice and commendation. Among the crowds of ladies in the galleries, who heard Mr. KEITT, was lady MURRAY, an English lady of literary tastes, maid of-honor to the Queen, at present visiting the United States. She was in raptures with the young Carolinian. She said afterwards, at a dinner party at the President's, that she had heard all the great orators of England who had flourished for the last twenty years, but that she never heard one equal in eloquence to the gentleman from South Carolina. Mr. KEITT's speech has made him famous here. Some one facetiously remarked to a bevy of beautiful ladies, when allusion was made to the fact of Mr. KEITT being unmarried, that he could certainly get a wife now that he could light his nuptial torch by the blaze of his great speech.

Office Wilmington & Manchester R. R. Co.,
WILMINGTON, N. C., Jan. 22d, 1855.

To the Stockholders of the Wilmington and Manchester Railroad Company:—

The President and Directors beg leave to submit their seventh annual Report, showing the operations of your Company for the year ending 1st December, 1854.

The Reports of the Treasurer, and that of the Auditing Committee, will exhibit to you the fiscal condition of the Company at the close of the current year, together with the receipts and disbursements for the same. From the Treasurer's Report it will be perceived that the Company expended for construction of Road, Engines, Coaches, Bridges, and the portion of the S. C. R. R. leading from Wateree to Kingsville, the sum of $———, in which that for bridges, machinery, and the Camden Branch of the S. C. R. R., above alluded to, constitute the chief portion.

From the same report, you will also see the aggregate of receipts and disbursements from transportation of passengers, mails and freights. For the particular classification of these, the proportion of receipts and expenses, as well as the nett earnings for the Road, for the current year, you are respectfully referred to the interesting Report of the Superintendent, Mr. Fleming, who has carefully prepared the tables, and suscinctly exhibited the business of the Company therein.

From these reports, it will be perceived that the running expenses of the Road amounted to less than 50 per cent. upon the gross receipts, which, considering the increased expenses to the 10th October last, of a larger amount of machinery employed than was necessary for the working of the road, on account of the break at the Pee Dee River, was what scarcely could have been expected.

The nett earnings of the road too, it will be perceived, is equal to upwards of 7 per cent. on the cost of the whole road and outfit, including losses upon bonds, stocks, &c., which cannot but be gratifying to all interested, and especially so to those who may look back to the original estimates of its business when first commenced.

The statement of the debt of the Company is also exhibited in the report of the Treasurer, and that not regarded as the funded debt, (in bills payable, &c.,) is much larger than it was hoped would have remained, as it was expected that it would have been expedient to have disposed of the income bonds, authorized to be issued at your last meeting, by which the bill debt against the Company would not only have been avoided, but the amounts due would have been transferred to the funded debt, as most, if not all of them, are for machinery to stock the Road, to pay for which the bonds were authorized. But on the bonds being issued under your authority, it was found from various causes, that they could not be disposed of without a sacrifice which the Board thought too great, and one you would not have been satisfied to have submitted to.

The stringency in the money market, and the great shock given to the credit of Railroad securities, by frauds of some few Railroad managers, caused the withdrawal of foreign capital formerly available; and the only means the Board had to meet liabilities for machinery, &c., was in the Company's good credit, assisted by their own private endorsements and guarantees, which has enabled us to sustain the Company's credit, and to meet the heavy amount contracted to be paid during the current year for engines and coaches. It has caused some sacrifice and much exertion to effect these objects, but thus far it has been done, and it is believed can be, till the ballance of our Bonds are disposed of, which, with the recepts of the company and other sources, will enable the Board at no distant day to meet the outsanding demands without injury to those owning them or the company itself.

Since the 1st Dec., to which time the accounts of the Treasurer are made up, some $50,000 of these bonds have been disposed of, and the proceeds placed to the bill & scrip debts of the Company, & negotiations are in progress, by which some of the ballance of the bonds may be disposed of within the next three months. To effect a sale, however, it has been found necessary to give additional guarantees than the pledge of the income of the Road. At home, where the best chances of favorable sales exist, there is not much acquaintance with this kind of securities, which are common elsewhere; and the Board feeling the importance of adding a third mortgage of the Road as additional security, have authorized the President, in any sales made before your meeting, to give assurances that such mortgage would be authorized, and to give a guarantee from them that such would be authorized by you at your annual meeting.

In conformity with this resolution the President, during the present month, negotiated sales of Bonds amounting to forty thousand dollars, giving such assurances.

The pledge of the nett income of the Road to pay interest annually, and lay aside a sinking fund of $20,000 to meet the principal at maturity, is sufficient to bind the Company for the payment, and a third mortgage can add no stronger obligations for the fulfilment of their engagements. Nor can it detract from the Campany's credit, as the debt is sufficient obligation to them to require them to meet it, and their property, worth more than double its mortgage debt. With this third mortgage, the mortgage debt of the Company will only amount to $1,000,000, the interest on which will be $70,000 annually. With even the receipts of the last year, you will see the ability of the Company to meet the interest and provide for running expenses, besides laying up a balance for floating debt and contingencies. A statement is submitted of the present debt of the Company, not included in the mortgage debt and not classed as funded, and also of the assets of the Company to meet it, to which your attention is called, by which it will be seen that, with nett income estimated at $200,000, which the Board feel no hesitation in assuming for the receipts of the present year above expenses, including mail service, the floating debt of the company will be amply provided for, and the interest on the mortgage debt paid up.

The debt of the Company, not classed as funded, is made, by the Treasurer's Report, of the following items:

Bonds, with pledge W. & R.R.R. Stock, at 5 and 10 years,		$150,000
Bonds to United States, due Aug. 1856, and payable in mail service,	$30,001 42	
Less, am't quarter due 1st Dec. 1854,	6,218 00	-23,783 42
Bills payable, scrip and other bonds and notes,	$328,005 24	
Less, amount paid since 1st Dec., '54,	40,000 00	-288,005 24
		$461,788 66

ASSETS OF COMPANY.

Stock W. & R. R. R. Co.,	$201,500 00
Bills receivable,	23,683 57
Amounts due from other Roads, agents, stocks, cash, &c.,	35,405 87
Subscriptions of stock not yet paid, considered good,	30,000 00
To which, add estimated nett repts of Road, including mail service,	200,000 00
122 income bonds, $1,000 nett—say	103,700 00
	593,596 44
Amount debts,	461,788 66
Balance of assets,	$131,807 78

From this statement it will be seen that the funded or mortgage debt of the company including the Income Bonds sold and yet to be sold will be $1,000,000—the annual interest on which is $70,000, which will first be reducted from the nett receipts of the company. Assuming them to be this year $200,000.

Interest	70,000.
And it would leave	$130,000.

Which on payment of the floating debt for which assets are held as appears by the statement thereof would leave over 10 pr. ct. on the capital stock of the company.

But with the business of the company now on the first year's completion of the road, and with its business prospect largely increased by the developement of the country through which it runs, it is hazarding little in estimating that its business of travel and freights will be largely increased in a very few years, and that its securities and stock will be a valuable investment to the holders.

A contract made some months since with the Post Office department for the transportation of an additional daily mail at $250 pr. mile for the whole mail service, one half of which is to be paid quarterly in cash, and the other half applied to our Custom House Bonds, went into operation on the 15th inst., at which time arrangements were made by the South Carolina Rail Road Co. for a double daily service.—This arrangement it is believed will increase largely the through travel the present year, as well as add much to our receipts on the way travel, as by the day train passengers and their families can go over the road in daylight, which heretofore they could not, and from the unseasonable hours of night in which one train passed through populous communities we were deprived of considerable revenue from this item.

By this arrangement a double daily mail connection is made from New York to Atlanta, Geo. over your road, and a single train through to Montgomery, Ala., daily.

As has been previously stated the trains did not cross the Pee Dee Bridge till the 10th Oct. last, since which time they have been running regularly over it. With the cast Iron Piles as foundations, the Board, and the company have every reason to be fully satisfied, and can proudly congratulate themselves that notwithstanding so many difficulties they have been the first on the continent to adopt this admirable system of bridging such streams.

The contracts for stone abutments at each end of the Bridge is now progressing under reliable contractors, and as to this whole work the Board beg to call your attention to the report of Col. Gwynn.

For the manner in which the contract with the South Carolina Railroad Company, reported to you at your last meeting, is progressing in the Wateree Swamp, you are referred to the report of the Superintendent. This, when completed, will add much to the strength and certainty of that portion of the road, and its completion is urged by us with all possible despatch

With this work finished, and our trestle work filled in, a force for which, with a dirt train, are provided this year, the comfort and certainty of our trains will be enhanced, the speed increased at least 2 hours, and its safety equally preserved. It is a source of great congratulation that thus far, in the whole operations of the road, no loss of life to a passenger has occurred from accidents on our road, and but one serious accident to any individual, in which latter instance the party injured being considered in the wrong, by being out of his place and on the platform while the train was in motion. At the last session of the Legislature of South Carolina an act was passed, on the application of the Board, under the directions of the Stockholders, at their last meeting in Sumterville, S. C., amending our charter so as to equalize the votes of the stockholders in the two States, (giving each share one vote) An authenticated copy of the act is herewith submitted, together with a resolution of the Legislature appointing proxies to represent the State on her stock held in this Company. Your attention is also directed to an act of the Legislature of North Carolina, passed in the session of 1852 and '53, amending the charter of this Company so as to authorize the Governor of the State to appoint one director, provided the stockholders would accept the amendment. Under that power, His Excellency, the late Governor Reid, appointed a director at your last annual meeting, which was declined by the stockholders upon the ground that no legal authority existed for such appointment. At that time the attention of the members was not called to the act of the Legislature referred to. Upon communicating the proceedings to Governor Reid, the attention of the undersigned was called to the act, of which none of the Board seemed to be aware, as it was passed without the knowledge or consent, so far as is known, of any officer of the Company. No notice of the rejection of the amendment was ever given to the Governor, and he assumed it had been accepted, for which reason he made the appointment.

It is proper that the stockholders should now take some definite action on the subject, so that all future doubts may be ended in one way or the other.

To the interesting report of the Superintendent, with respect to an experimental survey of the line of the Wateree and Hamburg Railroad, leading from Kingsville to Augusta, Ga., commenced under the direction of the Stockholders at their last meeting, you are respectfully referred. A full report has not yet been made by the party on the survey, but enough can be gathered from the present report, to enable you to take such action as you would, provided the whole were before you. That it would be desirable to the lines of Railroad on the Atlantic route west of Augusta, and east of Kingsville, to secure this route, so as to shorten the distance, and enable them to enter into successful competition with rival routes hereafter to be finished, for the great through mail and travel, is an additional fact.

To that portion of the line lying betwixt Kingsville and Weldon, embracing your Road and the Wilmington and Raleigh Road, it becomes a matter of great importance, when taken in connection with the fact of the interest for another enterprise, which would enable other companies to come into the race of competition. These two companies have struggled already hard to build their respective Roads. The communities along the line have contributed their share of means and energy. Yet neither of these is exhausted, and in their trying experience to better their condition, they have learned too much the value of self-reliance, and manly energy, to be deterred from an undertaking likely to improve what they have already accomplished, if it should be to their interest to undertake it. Late unhappy controversies have already threatened them, or a portion of them, with the withdrawal of the great mail. Rival routes are springing up and being pressed forward, looking confidently to a successful competition for the through mail and travel, and be too supine now, when they have a favorable charter, near six months of which is yet to run for them to subscribe the necessary stock to form the Company, by which they can gain three years' time to go to work, may be an error that would, perhaps, prove injurious to their prosperity.

The matter however is submitted to you with the assurance that you are sufficiently alive to the importance of the subject to give it your patient consideration and calm judgements.

In conclusion, gentlemen, I take leave of you, officially, to join you at your first meeting after the completion of the enterprise you have so long and faithfully cherished, and to mingle in congratulations with you, that you have so many cheering causes of satisfaction for its success and prosperity.

All of which is respectfully submitted.

W. W. HARLLEE, President.

OFFICE OF THE WIL. & MAN. R. R. Co.,
Wilmington, N. C., 22d Jan., 1855.

To the Stockholders of the
Wilmington & Manchester R. R. Co.:

GENTLEMEN:—In submitting to you the seventh annual Beport of the President and Directors of your Company, it is proper that I should announce to you that, owing to the necessity of giving more of my personal attention to my private affairs, and the importance now of a larger share of the presence of the President at the office of the Company than is practicable for me to bestow, the relations which have subsisted between us so long and so harmoniously, must cease.

In making this announcement I cannot forbear the expression of my heartfelt thanks for the universal kindness and cordial support which you have rendered me in every stage of your great enterprise—from its feeble and struggling infancy to its successful maturity and strength. With a total inexperience in Rail Road affairs, when called by your confidence to the position I have occupied, it would be arrogant in me to assume, and even more than I could have hoped for, that errors and mistakes would not occur in the course of my administration. Whatever they may have been, your past confidence gives me the assurance that they will be regarded errors of judgment, and not of intention, and that they will meet with indulgence at your hands. Nor can I forbear to commend to your consideration and confidence your Board of Directors, with whom it has been my lot and my pleasure to be so long associated. To the zeal and earnestness with which they have sustained your interests, the energy and fidelity with which they have fulfilled their obligations to the Stockholders, and to the promptness in coming forward with individual contributions, as well as staking their private fortunes and credit in times of trials, difficulties and doubts, which have often surrounded us, much more is due for the success of your enterprise than is generally awarded or properly appreciated but by you who know the many circumstances calling for extraordinary and disinterested expedients, such as they have met.

That harmony and union on your part, which has marked the progress and witnessed the triumph of your labors, cannot fail to build up and strengthen your important interests to a greater extent than is now felt and realized.

With my best wishes for your welfare and prosperity, I am most respectfully,

Your ob't serv't.,
W. W. HARLLEE.

Report of the Finance Committee.

Submitted to the Legislature of North Carolina, January, 1855.

The Committee of Finance have had under consideration the several matters submitted to them, and such as, by law it is their duty to examine, and have instructed the undersigned to make the following report:

The debt of the State at present subsisting, and such as must soon be incurred in the sale of bonds, or the borrowing of money in lieu thereof, may be estimated at three millions four hundred and nine thousand six hundred and sixty-three dollars and fifty cents, (3,409,663 50.)

Upon this sum the annual interest to be paid is two hundred and four thousand, five hundred and seventy-nine dollars and eighty-one cents, (204,579 81.) An amount which exceeds the revenue paid into the public fund by sheriffs, from all the subjects of taxation on which our present system operates.

In addition to the amount paid in by sheriffs, the State derives an income from certain stocks where investments have been made—such as the Raleigh and Gaston Railroad Company—Seaboard and Roanoke Railroad Company—the Fayetteville and Western Plank Road Company, and the Wilmington and Raleigh Railroad Company.

One of the items forming the State debt, is the sum of one hundred and twenty thoueand dollars—being the amount of bonds sold to pay the State's subscription to the Fayetteville and Western Plank Road, from which eight per cent. dividends are paid annually into the Treasury. All the other stocks named above are productive.

The largest portion of the public debt has been incurred in the subscription to the North Carolina Railroad, which is yet unfinished, and will require for its completion, one million of dollars.

This subscription is a debt which pays nothing as yet for its support, and until the Road is completed and in use, provision must be made to meet the interest accruing upon it.

The committee have examined the office of the Treasurer, his books, vouchers and statements, and report that they are correct. The examination of the Comptroller's office is not yet finished, but a special report will soon be made.

The committee have examined the contract made by the Treasurer, with the Bank of the Republic in the city of New York, and approve it. They have inquired into the responsibility of this Bank, and its management, and recommend a resolution in relation to the same, which is herewith submitted.

The committee have examined that portion of the Treasurer's report relating to the sale of our State bonds, and have had before them letters from gentlemen in the city of New York, of the highest respectability, upon the same matter, and they take pleasure in expressing the opinion, that the management of the Treasurer in these negotiations, has been judicious and discreet, and has done ample justice to the public credit of the State.

The bonds that have been delivered to purchasers are numbered, and a statement of them has been kept, from which it will be found that the number of coupons detached and presented for payment of interest corresponds with the bonds already disposed of.

The committee are of opinion, and so state, that an increase of taxation is necessary to meet the demands upon the Treasury now subsisting, and such other as will arise, in all probability, before another session of the General Assembly.

Shall we have recourse to taxation at once, and inform the people that the State "hath need of it," or shall we postpone an increase of revenue from this source and resort to the specious but deceptive mode of borrowing for every purpose? No State can refer to her securities with more complacency than can our own; nor are there anywhere the energies of a people exerted with more commendable spirit for their improvement, than with us. What then shall be our policy? Shall we go into market from year to year and borrow money at home or abroad while we have ample means in the purses of our own people to preserve and uphold our public credit? Justice to that public credit, candor to our constituents, manliness in meeting every responsibility which the exigencies of government place before us—all forbid that we should throw upon a future Assembly the work that can and ought to be accomplished by ourselves.

With these views the committee do not hesitate to recommend an increase of taxation, which is provided for in a bill herewith submitted.

From what source of taxation must the revenue come? Where shall the burden fall? What property ought to pay it? Clearly as it seems to the committee, that interest which most appreciates and advances with the improvement of the State, ought to contribute most to such improvement. If railroads, turnpikes and plank roads are constructed, if canals are cut, if the navigation of our rivers is improved, if our resources, now comparatively unknown to ourselves are developed by private enterprise, aided by a fostering yet wholesome system of legislation, all these contribute in a high degree to the value of our lands and our slaves—to the prices of our grain and our provision—but they add nothing to money at interest where the rate is fixed by law; they add nothing to the value of gold or silver plate, nothing to salaries and professional incomes, or but little; nor do they lessen in any degree the convenience and utility of such vehicles as in our revenue law are styled pleasure carriages.

The committee do not propose to reduce the tax upon the items last named, but allude to to them in this connexion for the sake of illustration.

According to the present rate of taxation, a lawyer or physician, with an income of two thousand dollars, pays an annual tax of nine dollars on his income, while a wealthy planter of the State with forty-five black polls at twenty cents on the poll, pays just nine dollars on that property.

What has been said in relation to land and slaves, forms an inconsiderable part of the argument in favor of the taxation. Land is the fixed capital of the State—the great improvable and permanent property of our citizens—the support and the basis of every other interest. Slaves in many sections give to this its availibility as a source of productiveness and of private revenue, while in many other and large parts of the State, our sturdy white population are at the same time the owners and the tillers of the soil.

The committee, finding that an additional amount of revenue must be raised, have selected these as two subjects of taxation, not doubting that the call of the State will be promptly and cheerfully met by her generous and patriotic sons.

One hundred dollars of money at interest brings six dollars to the lender, on which he pays eighteen cents to the State, while one hundred dollars in land pays six cents. In this connection it is worthy of remark, that money at interest in the State pays an amount of revenue equal to two-thirds of the tax upon our immense real estate.

The Committee are of opinion that this source of revenue may be made yet more productive by subjecting to the tax now imposed, all sums from one hundred dollars upward; and levying a tax also on nett dividends and profits, from six dollars upward. From this change in the present system of revenue, an increase is looked for, of ten thousand dollars per annum.

Under a proper assessment of land, with twelve cents on the one hundred dollars valuation thereof, it is estimated that an amount may be realized from this source equal to one hundred and twenty thousand

dollars	$120,000 00
From 75,000 white polls at 35 cents on the poll	26,250 00
From 160,000 black polls	56,000 00
Money at interest	40,000 00
Sundries, including store tax	45,000 00
Tax on new subjects not heretofore included in any revenue bill	65,000 00
Dividends on Railroad, Plank Road, and other productive stocks	58,434 94
From State bonds belonging to the Treasury, as part of the income of 1855, from Nov. 1, 1854, to Nov. 1, 1855	111,000 00
	$521,684 94

A total change is recommended in relation to the tax on merchants, both for the purpose of increasing the revenue, and for the sake of greater uniformity and fairness in the levy. The advalorem system has been adopted, and provision is made that one-eighth of one per cent. upon the capital invested shall be the tax. If the mercantile interest of the State is assumed for the sake of argument to be twenty-five millions of dollars, then the tax proposed will be $31,250.

This system is preferred because it operates equally upon every trader, whether his capital be large or small. Under the present law, the highest tax laid by a retail merchant is twenty dollars. Under the alteration proposed, a capital of one hundred thousand will pay $125 00.

The Committee reccommend a tax of five per cent upon all spiritous liquors and wines not of the manufacture of this State. From this source an income is looked for not less than sixty thousand dollars per annum. Other articles not of our own growth and manufacture, pay a large sum into our Treasury, and the Committee selecting this as a fit subject of taxation, have reported a bill to that effect.

A change is made in the tax on Commission merchants. A tax is laid of five per cent. on all foreign drugs, medicines and nostrums, sent to this State to be sold; and fifty dollars on all non-residents or their agents selling or offering to sell goods by sample; and one hundred dollars on all forwarding express companies.

A tax of twenty dollars on all persons retailing spirituous liquors, wines, or cordials, by a measure less than a gallon, is recommended.

Of the tax on land and polls, it is proposed that five cents on the poll and two on land be set apart for the Lunatic Asylum, the sum now paid, viz: 1¾ on land, and 5¼ on the poll.

The committee reccomend an increase of money paid on entries of vacant land to fifteen cents, for any number of acres however large or small.

A radical change is recommended in another part of our revenue system, viz: that taxes be levied and collected in the same year; that lands be assessed every five years, and that a plan be adopted to produce greater uniformity in valuation; all of which is set out in a bill reported heretofore to the Senate.

In twelve months from this time, it is confidently hoped, that the N. Carolina Railroad will be completed, if the aid asked from the State be given by this Assembly. Should this stock pay two per cent, upon three millions, which may become the State's subscription, this will discharge, in 1856, the interest upon the last million for which the company is asking. Should the hopes of the company be realized, and the road sustain itself, paying its expenses and the interest upon the State bonds, the Treasury will be relieved of a heavy charge, and a good be accomplished for our people which they and their posterity will feel and appreciate in this and in future time.

If the recommendations of the committee be adopted, we shall have an income never less than four hundred thousand dollars per annum, and with all this addition to our means that may be looked for in the future, the wants of the Treasury may be supplied, the expenses of the State Government and the contributions and the aid given in the prosecution of public works amply provided for, until those works, when completed, shall provide for themselves, and exhibit their high, their grand moral effect in binding together with bars of iron and with hooks of steel, all the members of our common mother in their interests, their affections, their hopes and their aspirations.

Respectfully submitted,
J. G. SHEPHERD, *Chairman.*

Legislature.

[CONTINUED FROM FOURTH PAGE.]

The afternoon Session was occupied with Mr. Shepherd's bill to amend the usury laws.

In the Senate on the 19th, Mr. McDowell, introduced a bill to incorporate the Cape Fear Accademy in Bladen county.

The bill authorizing the Cape Fear and Deep River navigation Company to issue bonds, and for other purposes, was on motion of Mr. Biggs, taken up, when that gentleman expressed his views on the subject of Internal Improvements at some length. Remarks were made by Messrs. Hoke, Cherry and Thomas of Jackson. The bill passed its second reading (test) without a division.

The bill to incorporate the Dan River and Yadkin Railroad Company was defeated by 21 nays to 20 ayes.

In the House of Commons, on the 19th inst., the Committee on Corporations reported in favor of the Lenoir and Duplin Plank Road, and also favorably upon the bill to keep in force an act concerning the Yadkin Navigation Company. Mr. McMillan introduced a bill concerning the seamen of the port of Wilmington. Referred to Judiciary Committee.

The resolutions on slavery, originally introduced by Mr. Settle, were, on motion of Mr. Singletary, amended by striking them out and substituting an endorsement and approval of the course of the Senators and Representatives in Congress who voted for the Nebraska bill. The amendment prevailed by a vote of ayes 72, nays 34.

On Saturday in the Senate, the bill to contribute towards the erection of a National Monument in Philadelphia, passed its third reading by a unanimous vote, and on motion of Mr. Cherry, it was entered on the Journal that every member of the Senate record his vote in favour of the proposition, and the members together with the Speaker so recorded their votes.

The bill chartering the Dan River and Yadkin Railroad, was reconsidered and passed its second reading. The bill to divide the State into eight Judicial Districts, passed by the casting vote of the Speaker.

In the House of Commons, the Free Suffrage bill was read the first time. The Eastern extension of the Central Railroad was taken up and some discussion had thereon. The capital stock was increased to sixteen hundred thousand dollars.

On Monday, the Senate passed the Cape Fear and Deep River Bill on its third reading; also the bill for the Chesapeake and Currituck Canal; also, the additional million of dollars to complete the Central Railroad.

The House passed the Eastern extension by a vote of 82 to 22. The vote on the Wilmington and Charlotte Railroad was to be taken in the House on Tuesday, (yesterday,) with strong hopes of its passage. After this the Western extension was to be taken up. There is a large majority in favor of the extension, but a difficulty about the rate of the point of starting, some going for Salisbury, some Lexington, &c., &c. The Revenue Bill is the special order for to-day, (Wednesday,) and will be continued until disposed of.—The Military and Scientific Academy Bill is the order for Thursday, but will, no doubt, have to give place to the Revenue Bill. The Academy ought to pass spite of the tremendous objections based upon frivolous grounds, which the Fayetteville Argus has urged against it

In addition to the report of Monday's proceedings in yesterday's paper, we notice the following. In the Senate, on motion of Mr. Fonville, the bill for the improvement of ship navigation in New River, Onslow county, was taken up and passed its second reading. The bill to amend an act to incorporate the town of Clinton was read three times and passed. The bill to hold two weeks Court in New Hanover county passed its first reading.

In the House a resolution was passed concerning the Wilmington and Raleigh Railroad, authorizing the name to be changed to the Wilmington and Roanoke, etc.

ONE OF THE PARK ORATORS SET TO WORK.—On Thursday afternoon, while a man named Chas. Smith was declaiming in the Park, in New York, against the soup societies, and declaring that he wanted work, one of the audience intimated to him that he was lazy and liked better to talk than work. Mr. Smith replied indignantly. The individual, says the Times, refused to retract, and offered to put the orator to work instantly at the rate of $1 per day. The bargain was closed, and Mr. Smith stopped talking and prepared for work. His employer took him to the ruins of the "New City Hall," and desired him to remove thence a pile of old brick and lay them up neatly and expeditiously in another place. Mr. Smith took off his cloak (he wears a cloak) and "rolled up his sleeves," and did as desired, cheered on by a large and admiring crowd, who had assembled to see the fun; while his employer looked on with all the severe dignity of a "boss contractor." He worked hard and well for about an hour and a half, when his employer expressed himself satisfied and rewarded his employee with the sum of fifty cents. Mr. Smith gained the day, fifty cents, and the applause of the spectators.

Various difficulties are likely to arise from the excessive division and subdivision of power in the government of the Universal Exhibition, Paris. A gentleman who is about to start an illustrated exhibition journal, under the editorship of the conservator of the Louvre, lately waited upon the representatives of the company. His object was to obtain admittance to the building, and to make a sketch of the facade, as an ornamental heading to his journal. Our readers may judge, says the New York Post, how complete was his astonishment, when he was informed that he could not sketch the facade of the building, because the Directors had sold to M—— the exclusive right of making sketches and engravings of the Palace d'Industria! It appears that this speculator pretends to a right over all views of the building, and even assert that exhibitors wishing to have their contributions engraved, must go to him.

☞It appears that the British expenditure for the year which ended on the 10th October, was upwards of seven millions sterling on account of the army, and upwards of ten millions on account of the Navy.

Washington Letter-Writers.

A few days ago, a member in the lower house of Congress took occasion to administer a philippic to that class of writers who are familiarly known in the newspaper world as "Washington correspondents." The rebuke was short, sharp, and bitter, and far more sweeping than facts warrant, and, probably, the speaker really intended. With the unthinking, physicians and quacks, lawyers and pettifoggers, clergymen and hypocrits, are often confounded; and it may be that the creeping, crawling, eaves-dropping, mendacious practices of a few letter-writers in the federal city, who are in the employ of the distant press, and who strive to produce the impression upon strangers that they live and thrive upon "the drippings of unclean legislation," have brought a body of talented and honorable men into undeserved disrepute. We are acquainted with a number of gentlemen who are residing temporarily in Washington as the correspondents of the distant partisan as well as neutral press; and we take great pleasure in thus publicly bearing testimony to their abilities as writers, their fidelity as correspondents, and their honorable standing in our social circles. We have never heard of their being even suspected of implication in any scheme or combination to influence legislation by availing themselves of the privileges granted by the courtesy of Congress, or by abusing the trust reposed in them by their employers. On the contrary, they have so conducted themselves as to secure not only respect for themselves individually, but respect for the papers which they represent.

Apart from that class of letter-writers who abuse the confidence of their employers for their own selfish purposes, there is still another class, a number of whom work more mischief, if they are not more corrupt. We allude to some of the professional gatherers of news, whose employment depends upon the uncertain tenure of the character of the intelligence which they transmit by mail or telegraph. They are expected to furnish something "exclusively" new, fresh, piquant, or startling every day; and as it does not come within the range of possibility that the daily sayings and doings at the national capital can be of the character bargained for, or, if occurring, should be exclusive property, the "special" correspondent is compelled to depend for his daily crop of news on the fertile soil of a prolific imagination.—Without stirring from his room, seemingly possesses the power of ubiquity; and at his "open sesame" he glides into every public and private mansion in Washington. No place is too high or too low to withstand his magical influence. He penetrates the White House when the cabinet is in session; visits the various executive departments with homelike ease and familiarity; critically examines the most important State papers; and manages to have a peep at every letter which is sent or received by intriguing politicians. To his accomplishments as a chronicler of passing evnts he adds those of a prophet.—From startling occurrences to startling predictions the transition is both easy and natural. He is quite certain that the cabinet cannot hold together longer than a month—that a radical change in our foreign policy will shortly take place—that such a man is about to receive a high position in public affairs—or such a bill is to pass or to be defeated. The rapidity with which these predictions are sent forth does not allow the reader time sufficient to ascertain whether they have been fulfilled or not; or if the discrepancy should be remembered and detected, the honors of prophecy are triumphantly sustained by further and fresher exhibition of its gifts.

We are not surprised that certain Journals find room in their columns for the trash which we have designated. Our only wonder is that they should pay for foreign manufactures what they have frequently shown could be equally as well made at home without any additional cost to their respective establishments

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REBELLION IN THE CAMP.—The Ohio State Journal announces that "the American party has finally repudiated all newspaper organs, and the order relies on its internal power for the promulgation and support of its principles." The Journal, a reliable whig and free-soil organ, and experimentally acquainted with the tendency and objects of secret order in the free States, holds the following language:

"We choose to be thus particular on this subject for certain well understood local reasons. So far, in this State and in the free States generally, *the 'know-nothings' have co-operated and worked faithfully with the anti-Nebraska and anti-slavery feeling of the people.* They have shown themselves true republicans by *casting their weight uniformily in favor of freedom.* If they are warred upon and driven off on an abstraction, the enquiry will be made why it is done. And if, on investigation, it shall be found to be for a reason less satisfactory than *a want of sympathy with the opponents of slavery propagandism,* the authors of the mischief will be held to a rigid and fearful accountability."

The Richmond Enquirer, commenting on the above, says:

"The Journal here reiterates and confirms what we have demonstrated by documentary evidence, that 'in the free States generally the know-nothings *have co-operated and worked faithfully with the anti-Nebraska and anti-slavery feeling of the people.*' And yet Virginians are, with the coolest assurance, invited to enter the dark conclaves of the secret order, and to bind themselves by secret oaths to a thorough affiliation with their worst enemies in the free States! Could there be a more monstrous attempt to impose on the public mind, and to inveigle a high-minded and sagacious people into an alliance with what threatens a violation of the most blessed principles of the constitution, and a deadly blow at southern institutions? In Virginia a secret party, with such damning associations, must fall lifeless before public indignation."

Railroads of the United States.

The January number of Hunt's Merchants' Magazine publishes a tabular statement of the names, length, locality and the time of opening of all the railroads in the United States. From it we learn that the longest railway in the world is the Illinois Central, which, with its branches, is 731 miles in length, and has been constructed at a cost of $15,000,000.—The number of miles of railway in the United States exceeds the rest of the world by the amount of 2,712 miles.

The total number of railways completed in the U. States is 271; the number of railways in course of construction is 174; the number of miles in operation 21,528, which have been constructed at a cost of $616,766,333. The number of miles in course of construction is 15,738.

The State of Massachusetts has one mile of railway to each seven square miles of its geographical surface; Essex county, in that State, with a geographical surface of 400 square miles, has 159 miles of railway facility; which is a ratio of one mile of railway to each three square miles of its surface.

The number of miles of railway now in operation upon the surface of the globe is 40,344; of which 17,020 are in the Eastern, and 23,324 are in the Western Hemisphere, and which are distributed as follows: In Great Britain 7,774 miles; in Germany 5,340 miles; in France 2,480 miles; in Belgium 532 miles; in Russia 422 miles; in Italy 179 miles; in Sweden 75 miles; in Norway 42 miles; in Spain 60 miles; in Africa 25 miles; in India 100 miles; in the United States 21,528 miles; in the British Provinces 1,327 miles; in the Island of Cuba 359 miles; in Panama 50 miles; in South America 60 miles.

At a recent election in a Northern State, a lad presented himself at the polls to claim the benefit of the elective franchise.

Feeling a deep interest in a favorite candidate, the father is evidently opposed to the boy's preference, stood at the ballot box, and challenged his right to vote, on the ground of his not being of age. The young man declared that he was twenty-one years old; that he knew it, and that he insisted upon his right. The father becoming indignant, and wishing, as the saying is, to "bluff him off," before the inspectors: "Now, Bob, will you stand up there and contradict me? Don't I know how old you are? wasn't I there?"

Bob looked his contempt for the old man as he replied—

"Thunderation! 'spose you was, wasn't I there too?"

This settled the sire, and in went the scion's vote.

CARRYING OUT HIS PRINCIPLES.—We clip the following from the Lowell Courier:

"A great hue and cry was raised against Governor Washburn because he appointed Mr. Devine, an Irishman, as a justice of the peace for Suffolk; but it is not generally known that the appointment was made at the *urgent solicitation of our present governor, Henry J. Gardner,* who wrote a strong letter enforcing the petition of Mr. Devine, which letter caused the appointment to be made.

ADVANCES ON COTTON.—Among the subjects which gave rise to animated discussion in the Southern Commercial Convention at New Orleans, Wednesday, was the practice of making advances to planters in anticipation of their crop. A resolution was offered by Dr. McGinsey, of Louisiana, declaring the practice entirely at variance with every thing like safety in business transactions, and tending directly to establish the relation of master and slave between the merchant and planter, by bringing the latter into the most abject and servile bondage. The resolutions recommend to the Legislatures of the Southern and South Western States to pass laws making it a penitentiary offence for the planters to ask or the merchants to make such pecuniary advances.

A resolution was also offered recommending that the planters of the Southern and South-Western States patronize exclusively our home merchants, and that our Chambers of Commerce and merchants, generally exert all their influence to exclude foreign agents and factors from their respective bodies, and from the purchase and sale of produce in any of our Southern and South-Western cities.

The resolutions were opposed vehemently by Gen. Hunter and others, who argued that the less the commercial world was governed the better. They were finally referred to the General Committee

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A STEAM GUN.—Mr. Perkins, the son of a gentleman who some years ago invented and exhibited in London a steam gun, has published, through the papers, the following offer:

"I am prepared to undertake to supply the government with a steam gun capable of throwing a ball of a ton weight a distance of five miles If such a gun were fixed in Brunel's large ship of 10,000 tons, I venture to say that Sebastopol would be destroyed without losing a man."

THE "CALICO PARTY."—Mr. Pease of the House of Industry at the Five Points, New York, acknowledges the receipt of the dresses worn at the Calico Party of Mrs. Coman, in that city, on Monday evening. He estimates their value at $1,500, and says that they will be useful at the present time in fitting out families for residences in the country. Every lady who attended the party was required to appear in a calico dress, which they sent to Mrs. C. on the following day, to be distributed among the poor by Mr. Pease.

MEN OUT OF WORK IN NEW YORK.—The N. York Journal of Commerce says:

"As a great difference exists in the estimate of the number of persons out of work who have joined in the several processions, we lay before the public the results of an actual count. On the day of the first procession last week, it was counted as it turned out of Wall into Broad street, and was composed of 96 men marching in regular ranks, and evidently accustomed to military drill; and of an irregular squad much less numerous, but far less easy to count, which did not exceed 20. On Monday last the procession was counted as it issued from Washington Square. Exclusive of the marshals, and a man in superfine broadcloth, patent leather boots, and kid gloves, who brought up the rear—the number was 1,565."

A MARRYING MAN.—A man named David Bates was convicted at the last term of the Indiana county court, of bigamy, and sentenced to twenty-two months' imprisonment in the Western penitentiary, to which place he was brought the other day. It appears he was committed for the same offence in 1851, and had just got out. He returned to the neighborhood of Blairsville, and by dying his whiskers and changing his name to David Beatty, was again married to a young widow by the very same Justice of the Peace who married him before. One of the witnesses on the trial stated that Bates had *seven* wives living, or even more.—*Pittsburg Post.*

Burdon Burrow's Elixir Vitæ.

Its virtues are endorsed by divines, editors, lawyers and chemists; physicians recommend and prescribe it, for it is the best and only reliable alternative known. Its extraordinary virtues over a system shattered by disease has been endorsed by the Masonic and Odd-Fellow's Lodges of Norfolk, Va., and by about 5,000 well know individuals. Many persons use it one or two weeks every spring and fall. It gives new life and energy to the system. *If there are worms in the system it will kill and expel them.* For woman and her peculiar diseases, it is a catholicon; and for delicate persons and children, a priceless medicine. In Ague and Fever, Bilious Scarlet and Chagres Fevers, it is an unfailing specific. It will remove and cure the worst carbunkle, and if drank freely during inflammation, mortification can never ensue.

Elixir Vitæ.

THE BLOOD, THE BLOOD—THE LIFE OF THE FLESH IS IN THE BLOOD.

And if this life-current circulating throughout the whole body, giving freshness, elasticity and bloom to the system, is rendered impure, its vitality is impaired and the system, by its unhealthy action, thrown into disorder, sometimes affecting the whole body, causing it to feel weak, depressed and out of order—at other times seriously and perhaps fatally diseasing a vital organ—*the head, the lungs, the heart, the stomach, the liver, the bowels, or the kidneys*—and at other times presenting itself in the form of chronic diseases, eruptions, colds, scrofula, syphillis, rheumatism, pains, bronchitis, swellings, inflamations, etc.

Remember, all who use the ELIXIR VITE are restored to perfect health. The preparation is sold by all druggists dealers and country merchants.

☞ The genuine is for sale in Wilmington, by A. O. Bradley, and by all dealers in Medicines.

Oct 24th, 1854 J16,-d&w-2w

NEWELL'S PATENT SAFETY LAMP & LAMP FEEDER.

A NEW ARTICLE, warranted to prevent all Accidents from the use of *Burning Fluid, Camphene, and other Explosive Compounds*, used for the production of Light.—This Invention is applied to all common Lamps and Lamp Feeders, also, to Solar, Camphene Lamps, Lanterns, &c.

ALSO, Burning Fluid, Camphene, and Rosin Oil. For sale by C. & D. DuPRE, Druggists, Market street, Wilmington, N C.

Having purchased the right for the State of N. C., from the Patentee, we are prepared to fill all Orders at short notice, for every description and variety of Lamps, &c.

All persons are cautioned against infringing upon the above patent, as the law will be rigidly enforced against all offenders.

C. DuPRE,
D. DuPRE, Jr.
A. C. DICKINSON.

June 20th, 1854 245-tf

HOLLOWAY'S PILLS are the best Medicine now on sale in the United States, the ingredients of which they are composed are so uninjurious, that they cannot harm the most delicate constitutions. To valetudinarians they cannot fail to be of the utmost service, being composed entirely of medical herbs, the production of the proprietor who has made it his study to alleviate the ills to which the human family are subject; they must, therefore, be hailed with delight, as supplying a want long felt in this country, and therefore may be relied on in all cases of disorders of the liver and stomach.

Sold at the Establishments of Professor Holloway, 80 Maiden Lane, New York; and 244, Strand, (near Temple Bar, London,) and by all respectable Druggists and Dealers in Medicines throughout the British Empire, and of those of the United States, in Boxes at 25c., 62½c., and $1 each.

☞ There is a considerable saving by taking the largest sizes. N. B. Directions for the guidance of patients in every disorder are affixed to each box.

VALUABLE LANDS FOR SALE.

WILL be offered at public auction, on Saturday, the 24th day of February, 1855, at the Store of C. Henry, Esq., on Black River in New Hanover county, a tract of land lying on Black River, known as "Caledonia Island," and containing one hundred and fifty acres more or less. The above tract is mainly Cypress Swamp, and also contains large quantities of white oak and otter timber. It lies on tide-water, and is very valuable as shingle land.

Also, at the same time and place, will be offered another tract, known as "Straw-horne Cove," also lying on Black River, and adjoining the lands of Enoch Hawes and others, containing forty acres more or less, all valuable cypress and white oak timber land.

TERMS—12 months note with approved security.

Jan. 1855. w-ts. E. J. ANDERS.

WARRENTON FEMALE COLLEGE.
WARRENTON, N. C.

THE exercises of this Institution were resumed on the 15th of January, 1855, under the direction of the following faculty:

Rev. THOMAS S CAMPBELL, President and Prof. of Ethics and Mathematics.

Rev. WILLIAM H. CHRISTIAN, A. M., Prof. of Physical Sciences.

E. E. PARHAM, A. M., Prof. of Ancient Languages and Literature.

Mrs. S. D. CHRISTIAN, Teacher of French.
VINCENT CZURDA, Prof. of Music.
Miss B. BOCKINS, Assistant in Music.
Miss A. E. ROYALL, Teacher of Painting and Drawing.
Miss SUE BOCKINS, Teacher of Needle-Work.
Miss MARTHA DAVIS, Principal in the Primary Department.
Mrs. THOS. S. CAMPBELL, Matron.

A regular and *thorough* course of study has been adopted in order to graduation, and no efforts will be spared to promote the moral and intellectual welfare of the students. Pupils can enter at any time during the Session, and will be charged only from time of entrance.

TERMS PER SESSION OF FIVE MONTHS.

Board,	$60 00
English Tuition,	12 50
French,	10 00
Ancient Languages,	15 00
Music on Harp, and use of instrument,	35 00
Music on Piano, and use of "	23 00
Music on Guitar, and use of "	20 00
Drawing and Painting in water colors,	10 00
Painting in oil colors,	15 00
Raised and plain Embroidery,	3 00
Washing and Fuel,	7 50

Vocal Music—No charge.

Payments, one half in advance, and no deduction for absence after entrance, except in cases of protracted sickness.

The cars from Raleigh, Petersburg, and Weldon pass the Warrenton Depot daily, where an Omnibus is always waiting on their arrival to convey passengers to the village, which is but three miles distant from the Depot. For further particulars, address the President or Secretary of the Faculty.

WILLIAM H. CHRISTIAN,
Sec. of the Faculty.

Jan. 26. [21-tf]

MARRIED

In this town, on the 23d inst., by James L. Corbett, Esq., Mr. HILLORY KENNEDY, to Miss LENA J. MELTON.

In Sumter District, S. C., at the residence of Jas. A. Fullwood, Esq., on the 18th inst., by the Rev. N. Graham, Mr. JAS. H. AYCOCK, of Wayne county, N. C., to Miss E. A. FULLWOOD, of Sumter District, S. C.

In Edgecombe County, on the 11th inst., by Elisha Barnes, Esq., Mr. J. D. MONTAGUE, of New Hanover Co., N. C., to Miss JULIA A. FARMER, of Nansemond Co., Va

DIED.

In this town, on the 19th inst., LOUISA H., youngest daughter of the late Jarvis Marble, aged 14 years and 8 months.

In San Francisco, California, on the 20th ult., Mrs. JULIA STANLY, wife of Hon. Edward Stanly, formerly of North Carolina.

In this town on the 23rd inst., at the Seamen's Home, Mr. ELISHA WHARTON, a native of Lewistown, Delaware, aged 35 years.

In Clarleston, C. S., on the 14th inst., JOHN O'BRIEN QUIRK, aged about 17 years.

The deceased had been a resident of Wilmington until within a short time of his death, and by his examplary conduct and amiable character earned the respect and esteem of all who knew him.

Marine Intelligence.

PORT OF WILMINGTON, N. C.—January, 1855.

ARRIVED.

Jan. 18—Steamer Flora McDonald, Hurt, from Fayetteville, to T. C. & B. G. Worth; with two lighters in tow.

Steamer Rowan, Barber, from Fayetteville, to W. P. Elliott.

Steamer Fanny Lutterloh, Stedman, from Fayetteville, to W. P. Elliott.

Jan. 19—Schr. Independence, Smith, from Hyde County, to Ellis & Mitchell; with corn.

Schr Dolphin, Hill, from Newbern, to Moore, Stanly & Co.; with corn.

Schr. Telegraph, Mason, from Hyde county, to Miles Costin; with corn.

Schr. Topaz, Willis, from Washington, N. C., to Master. 3 masted Schr. Emily Ward, Ward, 24 hours from Charleston, to George Harriss; with salt. The E. W. is a fine, new Schooner, of 500 tons burthen; partially owned by George Harriss, Esq., and is intended for the general coasting trade.

20—Steamer Gov. Graham, Evans, from Fayetteville, to T. C. & B. G. Worth; with one lighter in tow.

Jan. 22—Steamer James R. Grist, Williams, from Fayetteville, to A. D. Cazaux; with two lighters in tow.

Steamer Fanny Lutterloh, Stedman, from Fayetteville, to W. P. Elliott.

Jan. 23—Steamer Calhoun, Springs, from Georgetown, S. C., to George Harriss.

Jan. 24—Brig John Hathaway, Smith, from Cardenas, to J. & J. L. Hathaway & Co.; with molasses. Capt. S. reports the following vessels in port, when he left, on the 17th inst.:—Barques Gen. Taylor, Adams, dis.; Mazeppa, Smith, dis.; A. A. Drebert, Hewitt, loading for New York; Pilot Fish, Cann, loading for New York; and G. W. Page, loading.—Brigs E. A. Read, Reed, for N. Y. 4 days; Lucy Ann, Bryant, ldg. do.; Martha Washington, Anderson, waiting; Joseph Parks, Pendleton, ldg.; M. Cozzens, Parks, ldg.; Greyhound, dis.; Isola, Parks, dis.; E. Pratt, Brightman, dis. Schrs. Adelaide, Jameson, for Norfolk; John Pierce, Melville, ldg.; and some 40 others, names unknown.

Barque Sumter, Humphreys, from Charleston, in ballast, to J. & D. McRae & Co.

Steamer Flora McDonald, Hurt, From Fayetteville, by T. C. & B. G. Worth.

CLEARED.

Jan. 17—Schr. Pedee, Baker, for New York, by J. H. Flanner; with naval stores and pea nuts.

19—Br. Brig Orbit, Hilton, for Antigua, by T. C. Worth; with lumber and shingles.

Schr. Gardiner Pike, Cranmer, for Guayama, by Russell & Bro.; with lumber and shingles.

Steamer Fanny Lutterloh, Stedman, for Fayetteville, by W. P. Elliott.

Jan. 19.—Schr. Charles Mills, Smith, for New York, by DeRosset & Brown; with naval stores, &c.

20—Steamer Flora McDonald, Hurt, for Fayetteville, by T. C. & B. G Worth.

Brig Delmont Locke, Park, for Havana, by Kidder & Martin; with 120,000 feet lumber.

Schr. West Wind, Cahoon, for Porto Cabello, by Russell & Bro.; with lumber and rosin.

Brig S. P. Brown, Freeman, for Havana, by J. & J. L. Hathaway & Co.; with lumber and naval stores.

Jan. 23.—Brig Abby Watson, Watson, for New York, by J. & D. McRae & Co.; with rough rice and naval stores.

Sche. Margaret Y. Davis, Robinson, for New York, by T. C. Worth; with naval stores, &c.

Steamer Fanney Lutterloh, Stedman, for Fayetteville, by W. P. Elliott.

Jan. 21—Brig John Balch, Rose, for Georgetown, S. C., by J. & J. L. Hathaway & Co.

Schr. H. R. Roberts, Chadwick, for Charleston, S. C., by DeRosset & Brown; with rough rice.

24—Schr. Wm. H. Smith, Wyatt, for New York, by DeRosset & Brown; with naval stores, &c.

Brig Gen. Taylor, Shute, for Boston, by Rankin & Martin; with naval stores and pea nuts.

Jan. 25—Steamer Flora McDonald, Hurt, for Fayetteville, by T. C. & B. G. Worth.

STATE OF NORTH CAROLINA.

NEW HANOVER COUNTY COURT CLERKS OFFICE,
January 4th, A. D., 1855.

THE board of Superintendents of Common Schools for the County of New Hanover, met at the Clerk's Office for dispatch of business.

PRESENT—Stephen D. Wallace, Chairman; Mathew Johnson, William S. Larkins, David McIntire, James Kerr, Michael Register, and Joseph M. Foy.

It appearing to the satisfaction of the bond that there has been no new election by the County Court, it is therefore ordered that the same board of Superintendents continue in office until the next regular election.

Resolved, That Stephen D. Wallace hold over as Chairman of this board until the next election,

S. D. Wallace as Chairman of the board, made the following report, which was read, adopted and ordered to be filed.

STATEMENT.

Cash on hand Jan. 1st, 1855	$5,296 90
Amount due from E. D. Hall, Sheriff	4,133 95
	$9,430 85
From which deduct amount due districts former appropriations	$5,319 23
Deduct for Chairman's commissions, printing, advertising, &c	300 00—3,619 23
	$5,811 62

ORDERED, that the sum of one hundred and ten dollars be appropriated to each School District for the present year.

Ordered that the board of the Chairman be raised from six to eight thousand dollars.

Resolved, That the following gentlemen be appointed Examining Committee for the present year: James T. Miller, Thos. H. Williams, Eli W. Hall, S. D. Wallace, T. James Norcom.

The following is the the No. of Districts, and the Committees for the same, for the year 1855:

1—Alfred Alderman, D. McMillan, H. Nutt.
2—J. S. Green, A. A. Hartsfield, Wm. Sutton.
3—James M. Stevenson, Wm. A. Tharp, Thos. Craig, Jr.
4—O. F. Alexander, John W. Howard, Reuben Everitt.
5—D. K. Futch, D. S. Sanders, D. R. Gornto.
6—Jos. C. Howard, Edward Williams, C. H. Alexander.
7—George W. Rives, Jos. Craig, James N. Craig.
8—James Andres, John Batts, Amos Atkinson.
9—Jas. M. Howard, Jas. S. Westbrook, Andrew J. Westbrook.
10—Isaac James, Daniel Shaw, Jeptha Meeks.
11- John Shepard, David Williams, Christopher Rowe.
12—E. Henderson, B J. Rochelle, Isaac Rochelle.
13—John D. Powers, James Alderman, E. T. Pigford.
14—John W. Murray, Thomas Murray, Lott Croom.
15—Wm. Powers, Teachey Wells, Lewis Thomas.
16—Willoughby Moore, Jno E. Rivenbark, Jacob Wells, sr.
17—John Wolven, Norman Lane, Thos. H. Tate.
18—John Brothers, John Bradshaw, Thos. H. Cowan.
19—Boney Player, Jesse T. Wood, Silas Watkins.
20—Wm. R. Henry, Wm. Brown, A. M. Colvin.
21—O. Alderman, S. B. Rivenbark, Chas. W. Murphy.
22—D. McDuffie, Isaiah Pridgen, A. M. Moore.
23—J. P. Moore, N. R. Croom, I. M. Alderman.
24—P. Montague, John F. Moore, S. J. Walker.
25—F. H Bell, H McMillan, D. W. Mott.
26—John Eakins, Jos. T. Bland, John Costin.
27—P. R. Stringfield, O. Malpas, W. Gerganus.
28—Wm. A. Lamb, John W. Bordeaux, R. W. Moore.
29—Robert C. Murphy, John M. Corbett, Wm Robinson.
30—Lewis Highsmith, Noah Highsmith, John T. Newton.
31—O. Fennell, J. C. Devane, E. G. Ward.
32—James Murphy, Dr. A. F. Newkirk, B. Newkirk.
33—R. M. Bourdeaux, Evan Larkins, T J. Armstrong.
34—James McIntire, John H. Taylor, H. M. Lewis.
35—John Larkins, H. McAllister, John Scott.
36—D. Bordeaux, Major Croom, S. J. Herring.
37—A. Pridgen, Thos. J. Corbett, A. Bordeaux.
38—J. J. Pridgen, S. F. Wilson, Chas. Henry.
39—Thos. J. Sikes, Dan'l G. Morgan, Rich'd G. Lewis.
40—M. T. Croom, Wm. Robitzch, Silas Bryant.
41—Wm. Wortham, Thos. S. Pickett, Elijah Williams.
42—Ezekiel Chadwick, Thos. W. Weaver, John Casteen, Jr.
43—A. McMillan, Rufus Garris, Albert Hall.
44—Morris Cowan, Rob't Bannerman, Jere. Hand.
45—Julius Moore, Timothy Gerganus, H. D. Marshbourn.
46—Dan'l Bordeaux, Jr., M. C. Collins, Timothy Rivenbark.
47—Chas. Bannerman, Rob't Melvin, Arch'd Sellers.
48—James A. Bunting, Jos. Bunting, Obed Scott.
49—Wm. Pridgen, S. F. Wilson, Simon Lewis.
50—Ezekiel Chadwick, James Brown, W. W. Casteen.
51—John Garris, John Lamb, Wm. Branch.
52—James W. Johnson, Thos. Williams, R. J. Howard.
53—E. D. Walker, H. M. Cowan, J. F. Croom.

SAMUEL R. BUNTING, Clerk.

January 22d, 1855.

NEW SPIRITS TURPENTINE BARRELS.

THE subscriber respectfully informs Distillers of Turpentine, that he is prepared to furnish NEW SPIRIT BARRELS on fair terms, at his Cooper's Shop in Goldsboro', N. C.

H. WILLIAMS.

Jan. 26, 1855. 21-4w

$50 REWARD.

RANAWAY from the subscriber, on the 1st Jan., 1855, his negro boy TOBBY.

TOBBY formerly belonged to the Estate of Owen Holmes, deceased. He is well known in Sampson County, and has a wife on the plantation of Wm. Ashford, Esq., in said county.

He is about 26 or 28 years old, 5 feet 8 inches high, and very black color—a Blacksmith by trade.

The above reward will be paid for lodgment of said negro in the jail of this county. I will give $40 reward for his lodgment in Sampson County jail. J. L. MEARES.

Jan. 26, 1854. 21-tf

WHISKEY, &C.

NOW LANDING FROM SCHR. EMILY:—
135 Barrels, Whiskey, Gin and Brandy;
Hiram Smith Flour, in whole and half bbls.;
Soda and Sugar Crackers, boxes and do. do.;
Cheese, Potatoes, Pork, Beef, Fish, &c.;
for sale by FREEMAN & HOUSTON.
Dec. 21st, 1854.

WILMINGTON WHOLESALE PRICES CURRENT.

☞ It should be understood that our quotations generally represent the wholesale prices. In filling small orders, higher rates have to be paid.

BEESWAX, ⅌ lb..	25 @ 00	NAVAL STORES,	
BEEF CATTLE,		Turpentine, ⅌ 280 lbs.	
⅌ 100 lbs...	5 00 @ 7 00	*Virgin dip..	0 00 @ 2 00
BRICKS, ⅌ M.	7 00 @12 00	Yellow dip..	0 00 @ 2 50
CANDLES, ⅌ lb.		Hard......	0 00 @ 1 60
Tallow....	16 @ 17	Tar, ⅌bbl..	0 00 @ 1 50
Adamantine..	28 @ 30	Pitch..do...	2 00 @ 0 00
Sperm.....	32 @ 50	Rosin, No.1,	1 37½ @ 2 00
COFFEE, ⅌ lb.		do. No.2,	0 00 @ 1 25
Java.....	15 @ 16	do. No.3,	1 08 @ 1 20
Laguayra....	13 @ 14	Sp'ts Turp.,	
Rio.....	10½ @ 12½	⅌gallon....	00 @ 37
St. Domingo..	11½ @ 13	Varnish,⅌gal,	20 @ 30
COTTON, ⅌ lb...	7½ @ 8	OILS, ⅌ gallon.	
CORN MEAL,		Sperm......	1 25 @ 2 00
⅌ bush.....	0 00 @ 1 05	Linseed, raw	95 @ 1 00
DOMESTICS,		do. boiled	00 @ 1 10
Sheeting, ⅌yd.	7½ @ 8	Whale	95 @ 1 00
Yarn, ⅌ lb...	00 @ 17	Rosin......	20 @ 75
EGGS, ⅌ doz...	23 @ 25	POTATOES,	
EMPTY BARRELS, each,		Sweet, ⅌ bush.	80 @ 85
Spts. Turp..	2 00 @ 2 30	Irish, do....	0 00 @ 0 00
FEATHERS, ⅌ lb.	45 @ 50	do. ⅌ bbl..	4 00 @ 4 25
FISH, ⅌ bbl.,		PROVISIONS, ⅌ lb.	
Mullets....	5 75 @ 6 00	N. C. Bacon,	
Mackerel, No. 1	@00 00	Hams......	12 @ 12½
do. No. 2	@ 0 00	Middlings..	0 @ 10½
do. No. 3	@ 0 00	Shoulders..	0 @ 10
do. No. 4	0 00 @ 0 00	Hog round..	10 @ 11
Shad, Ocean,	00 00 @ 00 00	Western Bacon,	
Herrings, East	0 00 @ 0 00	Middlings..	9 @ 9½
do. N.C.roe,	0 00 @ 0 00	Shoulders..	7½ @ 8
do. do. cut,	0 00	N. C. Lard...	11 @ 12½
Dry Cod.		West'n do....	11 @ 12
⅌ cwt....	0 00 @ 4 00	Butter....	23 @ 28
FLOUR, ⅌ bbl.,		Cheese.....	10½ @ 13
Canal....	12 00 @14 00	Pork, Mess, ⅌	
Fayetteville	9 00 @ 9 50	bbl...	14 00 @14 50
GRAIN, ⅌ bush.		do. Prime.	00 00 @00 00
Corn....	90 @ 95	Beef, Mess.	17 00 @18 00
Oats.....	00 @ 60	do. Fulton	
White Beans	00 00 @ 0 00	Market..	00 00 @20 00
Pease, Cow.	75 @ 85	POULTRY.	
do. Ground.	1 00 @ 1 15	Chickens, live.	20 @ 25
Rice, rough.	1 05 @ 0 00	do. dead.	00 @ 00
do., clean,		Turkeys, live	75 @ 1 12½
⅌ lb.....	4½ @ 0	do. dead, lb	12½ @ 15
HAY, ⅌ 100 lbs.		SALT,	
Eastern ret.	1 30 @ 1 40	Alum ⅌ bush..	60 @ 65
Northern ret	1 20 @ 1 25	Liverpool ⅌sack,	
IRON, ⅌ lb.		ground.	1 20 @ 1 35
English, ass'd..	4½ @ 00	do. fine..	2 00 @ 0 00
American, ref..	5½ @ 00	SUGARS, ⅌ lb.	
do. sheer...	0 @ 00	Porto Rico...	6½ @ 8
do. hoop...	0 @ 7	New Orleans..	5 @ 7
Swede.....	5½ @ 00	Muscovado...	5½ @ 7
LIME, ⅌ bbl..	1 10 @ 1 25	Loaf & crush.	10½ @ 11
LIQUORS, ⅌ gall. (domestic.)		Clarified and	
Whiskey....	53 @ 55	Granulated.	5 @ 9
N. E. Rum...	55 @ 00	SOAP, ⅌ lb......	4 @ 7½
Gin.......	60 @ 65	SHINGLES, ⅌ M.	
Brandy.....	55 @ 60	Contract...	6 00 @ 8 00
do Apple..	75 @ 1 00	Common...	3 00 @ 3 50
LUMBER, ⅌ M., (River.)		STAVES, ⅌ M.	
Floor.B'ds.	00 00 @00 00	W. O. Bbl	20 00 @25 00
Wide do..	0 00 @ 0 00	R. O. Hhd.	00 00 @15 00
Scantling..	0 00 @ 0 00	AshHead'g.	0 00 @00 00
MOLASSES, per gallon.		TIMBER, ⅌ M.	
Cuba.......	23 @ 25	Shipping...	0 00 @ 0 00
N. Orleans...	26 @ 28	Mill, prime	0 00 @ 0 00
NAILS, ⅌ lb.		do. inferior to	
Cut.......	5¼ @ 5½	ordinary.	5 25 @ 0 00
Wrought....	10 @ 12½	TALLOW, ⅌ lb...	12 @ 12½

NOTE. River Lumber, Tar, and Turpentine, sold in the water are subject to the expense of landing, inspection, cooperage, &c.;—say on Lumber 80 cents to $1 ⅌ M.; Tar and Turpentine about 10 @ 15 cents ⅌ bbl.—and on naval stores, when brought per railroad, about the same expenses are incurred——*For Virgin or mixed Turpentine a deduction of one-fifth is made, according to quality.

FREIGHTS:

TO NEW YORK.			
Turpentine,........per barrel,	$ 00	a	$ 40
Rosin and Tar,........do	.30	a	35
Spirits Turpentine,.......do	.00	a	55
Flour,..........do	.00	a	30
Rice, per 100 pounds	.00	a	12½
Cotton, per bale,	1 25	a	1 50
Cotton goods and yarns, per foot,		a	6
Flaxseed, per cask,	.00	a	60
Ground Peas, per bushel,	0	a	6
Lumber, per M.	5 00	a	7 00
TO PHILADELPHIA.			
Turpentine, Rosin, and Tar, per barrel,	.30	a	35
Spirits Turpentine,.........do	.00	a	55
Ground Peas, per bushel,	0	a	6
Lumber, per M., as to size	5 00	a	7 00
Cotton goods and yarns, per cubic foot,	0	a	6
Rice per 100 lbs.			00
TO BOSTON			
Turpentine, Rosin, and Tar, per barrel,	.00	a	45
Spirits Turpentine,.......do	0 00	a	75
Lumber, per M	7 00	a	9 00
Peanuts, ⅌ bushel,	.00	a	8
Rough Rice, ⅌ bushel	.00	a	10

Wilmington Bank Rates of Exchange.

Baltimore....	1 per ct. prem.		Philadelphia	1 per ct. prem	
New York,...	1 "	"	Virginia....	½ "	"
Boston......	1 "	"	Charleston..	½ "	"

REVIEW OF THE WILMINGTON MARKET,
FOR THE WEEK ENDING JANUARY 25, 1855.

TURPENTINE—The market for this article ruled steady at last week's quotation for yellow dip up to Monday when a decline of 40 cents took place, and sales were made at $2 50 ⅌ 280 lbs. The receipts have been very small, and confined principally to parcels of *hard*. The transactions for the week foot up 1,931 bbls., viz:

	Bbls.	Virgin.	Yellow dip.	Hard.
Thursday.....	85..	$2 32......	$2 90........	$1 60
Friday........	70..		2 90........	1 60
Saturday......	212..			1 60
Tuesday......	346..		2 50........	1 60
Wednesday....	1,116..	2 00........	2 50........	1 60
Thursday.....	102..		2 50........	1 60

This morning there seems to be a moderate demand, with sales as above. None now on market.

SPIRITS TURPENTINE.—In this article we have no alteration to make on our quotations of Thursday last, the market having ruled steady at 37 cents; one small parcel, however, sold on Thursday at 38 cents. The sales for the week reach 2,219 bbls., as follows:

Thursday.....	700 bbls.	at 37 cents	⅌ gallon
Friday........	650 "	37 "	"
Saturday......	440 "	37 "	"
Monday.......	123 "	37 "	"
Wednesday....	200 "	37 "	"
Thursday.....	100 "	37 "	"

This morning sales were made as quoted above at 37 cents; the market, however, is quiet, with few or no buyers at that figure.

ROSIN—In the Common article there has existed a moderate demand from buyers during the week. The receipts continue light, consequently there is but a small stock on market. The sales for the week reach 3,150 bbls., as follows:

	bbls.	small.	medium.	large bbls.
Friday	2,000..	....	....	....$1 20
Saturday......	200..	$1 08....	....	
Monday........	250..	1 10....	....	
Tuesday.......	300..	1 10....	....	
Thursday......	400..	....		1 20

One parcel of 500 bbls., in good order, sold on Friday at $1 25 for extra large bbls. In No. 1 we note the sale on Saturday of 120 bbls. *inferior* quality at $1 30 ⅌ bbl.; for a *good* article of No. 1 we quote at $1 75 @ $2. No transactions in No. 2 and quotations nominal at $1 25 @ $1 30 ⅌ bbl

TAR—Since our last review, Tar has been brought to market very slowly, and the sales for the week are only 297 bbls., viz: Monday, 80 bbls. at $1 50 ⅌ bbl.; Tuesday 113 do., and Wednesday 104 do. at same price.

BEEF CATTLE—We have no change to make on rates quoted last week, and butchers have a fair stock on hand. We quote at 5 @ 5½ cents for grass fatted, and 7 cents ⅌ lb. for stall fed.

COFFEE—Of all descriptions is in moderate supply, and we notice merely a retail demand. For store rates, as in quantity and quality, see table.

COTTON—But very small parcels have been brought to market for a few weeks past, and in consequence we have few transactions to report. There is a fair demand at present for the article, and prices have improved a shade. Sale on Monday of 30 bales at 7½ cents for good ordiuary and 8 cents ⅌ lb. for middling.

CORN MEAL—Is in light supply, with a fair demand. Small sales from store during the week at $1 05 ⅌ bushel.

EMPTY BARRELS—No sales to report in Spirits Turpentine barrels since last review. There is a heavy supply on market, and quotations are nominal at $2 @ $2 15 for second hand, and $2 20 @ $2 30 each for new, as in size and quantity.

FEATHERS—Are in fair supply, and but little demand.—Sale of a parcel on Friday last at 45 cents ⅌ lb.; retailing at 50 @ 55 cents.

FISH—A small lot of Mullets has been received, and gone into store. Retails at $6 ⅌ bbl.

FLOUR—But little doing in this article. The receipts of Fayettville brands continue light, and the sales for the week have been by retailers at $9 50 ⅌ bbl. for superfine. No sales from wharf that we are aware of. Owing to the high prices, buyers do not seem disposed to purchase only what is sufficient for immediate use. Sale yesterday of 50 bbls. superfine at $9 ⅌ bbl., cash.

GRAIN—In CORN we note the receipt on Friday last of three cargoes, in all 5,900 bushels, of which 2,400 were to a dealer, and the balance was disposed of as follows: 1,500 bushels at 90 cents ⅌ bushel, and 2,000 do. (sold to arrive,) at $1 ⅌ 56 lbs. The supply on market is still light, with a fair demand, and several cargoes would find quick sale at a fair quotation.——OATS—No receipts to notice in this article. The supply in dealers' hands has been materially reduced, and is now *very* light. The last sale from vessel was at 60 cents ⅌ bushel, though this figure is rather above the market.——PEAS—In Cow Peas we have only small sales to notice at 80@85 cents ⅌ bushel—the latter figure being for fots from store. Ground Peas are in demand, and but very few coming in. The sales have been at $1 15 for a good article, and $1 @1 05 ⅌ bushel for inferior.——RICE—In *clean* there is a moderate supply in store, and only 35 @ 40 casks received this week; sales in the small way at 4½ cents ⅌ lb. In the *rough* article we note sales during the early part of the week of 25,000 bushels at $1 05 ⅌ bushel.

HAY—No receipts of Hay for the week. There is but little enquiry for the article, and we note a fair stock in dealers hands. Our quotations are for lots of 5 @ 10 bales from store. See table.

LIME—No change to make in prices, and no receipts since last review. See table for store rates, as in quantity.

LUMBER—River—One raft of flooring boards received a day or two since, but not yet sold; held at $11 ⅌ M.

MOLASSES—For this article we note a better demand this week, and some 2 @ 250 hhds. of former arrivals have been taken at 23 cents ⅌ gallon, 60 days; and 25 cents do. do., cash, for single hhds. A cargo of 343 hhds., 14 tcs. and 4 bbls arrived yesterday from Cardenas, which is held at above figures.

POTATOES—For Irish *Planting* Potatoes there is a fair demand, and but very few on market. We quote at $4 @ $4 25 ⅌ bbl., as in quantity. Sweet Potatoes come in slowly, and are also in demand—small sales from carts and boats at 80 @ 85 cents ⅌ bushel.

PROVISIONS—In N. C. BACON the receipts continue light, and comprise only about 6 @ 7,000 lbs. The price has gone down a shade. Sales on Thursday last of 2,100 lbs. at 10 cents for sides and shoulders, 11 cents for hog round, and 12½ cents ⅌ lb. for hams. On Tuesday sales of 3,000 lbs. at 10 cents for hog round, cash. There is only a limited demand from retailers at present prices. In *Western* cured we have no sales to report for the week (except in the retail way) and quotations are nominal at 7¾ @ 8 cents for shoulders, and 9 @ 9½ cents ⅌ lb. for sides.——LARD—N. C. make has declined a shade, with small sales this week at 11 cents in bbls., and 12 @ 12½ cents ⅌ lb. in kegs. The supply on market is light, and there is little or no demand.——PORK—Northern Mess remains in fair supply, with sales during the week at our quotations, as in quantity and quality. *Fresh* has been brought to market very slowly since our last, and a good article sells readily at 8 cents for *corn fed,* and 7 @ 7½ cents ⅌ lb. for *pea fed.*

SALT—For Liverpool sack we reduce our quotations a shade, and notice a decidedly dull market. Small sales have been made from store at $1 20 @ $1 30 ⅌ sack, as in quantity.—1,000 sacks, received coastwise on Friday, which has gone into store. Alum salt is in fair enquiry, and in the absence of arrivals the supply in store has become extremely light. See table for rates.

SHINGLES.—There is only a limited demand for Shingles, and we note only small sales of common from boats at $3 @ $3 50, and contract from wharf at $6@$8 ⅌ M., as in quality.

STAVES.—A lot of 20,000 R. O. hhd. staves received on Friday last and sold at $15 per M.

TIMBER—Has come in slowly for the week, and only one raft *inferior* has been sold at $5 25 ⅌ M. 40,000 feet fair mill received ⅌ rail road on Thursday and sold at $8 50 ⅌ M.

FREIGHTS—There has been no change in coastwise rates for a week or two past; there is a fair supply of produce offering for shipment to New York, and little or none for other coastwise ports. See table.

NEW YORK, Jan. 23.—Cotton firm and active, with an upward tendency; sales of 6,000 bales, including 5,500 in transitu, New Orleans middling at 9c. Flour easier, but not quotably lower; sales of 7,000 bbls.; Southern is steady, sales of 1,800 bbls. Pork, sales Mess at $12 25@12 50, Prime at $12 25@12 87. Beef, sales at $21@28. Lard, sales in kegs at 10¾c., and bbls at 9⅞@10½c. Whiskey, sales of Ohio at 36c. Turpentine—Spirits easier, sales of 800 bbls. at 40 @41c., sales of 3,000 bbls. Crude at $3 50. Rosin—Common is heavy, sales of 3,000 bbls. at $1 72½@1 80.

BALTIMORE, Jan. 23.—Coffee, sales of Rio at 10@10¼ to 10½c. Flour, sales of 300 bbls. Howard sareet brands at $8 62½; also 400 do. at $8 50. Sales of 300 bbls. City Mills at $8 37½, generally held at $8 50 ⅌ bbl Rye Flour, $6 50. Corn Meal, sales of city manufacture at $4 75. We quote country at $4 50@4 62½. Wheat, sales of good to prime white at $2@2 05. We quote good to prime red at $1 90@$2. Corn, sales of white at 83@85c., yellow at 87@88c.—Hogs.—We learn that large transactions have taken place.—There were sales on Saturday last of 4,000 head, live, deliverable during the week, $7 ⅌ 100 lbs. The sales will amount to about $50,000. There is a good demand and prices are upward. Pork, sales of Mess at $13 75@15, Prime do. at 13 50. Sides, sales bulk sides at 6½c. shoulders at 5¾c. Bacon Hams at 9@11½c. Rice, 4½@4¾c. ⅌ lb. Whiskey—Market steady but not active. A sale of 100 bbls. at 35c.; small sales also at 34½c. We quote hhds nominally at 33@34c.

☞FAYETTEVILLE, Jan. 22.—Bacon 10@11. Beeswax 24@25. Coffee Rio, 12@13. Laguira 13½; St. Domingo 00 @ 00, Cotton—Fair to good, 7¾@7½; Ordinary to mid., 7 @0. Feathers 40@45. Flour Superfine, 8 00@8 10; Fine, $7 75@7 85; Scratched, 7 50@7 60. Grain, Corn 90@1 00; Wheat $0 00; Oats 60; Peas 80@00; Rye 1 10@0 00. Hides Dry 10 @ 11; Green 4 @ 5c. Lard, 10½@11. Salt, Liverpool Sack, 2 00@00. Alum ⅌ bu 0 00@0 00.

bacon—a few lots of new have been received and sells at 10 to 11. Cotton—market quite firm. Corn—sales this morning at highest quotations. Oats—receipts increase but still not equal to demand. Molasses—prices firm. Lard—receipts large. Flour—we continue former figures, but would remark that sales are occasionally made at figures above quotations. Irish Potatoes—we saw a load of very fine on Saturday last which sold readily at $1 50 ⅌ bushel.

NOTICE.

WILMINGTON, DECEMBER 30th, 1854.

ON the first Monday in Febuary, next, at the Court House, in Elizabethtown, I shall hire out for one year, all the Slaves belonging to the Estate of the late Gen. James I. McKay. The usual bonds and security will be required.

JAMES ROBERSON,
Administrator with the Will annexed.

Dec. 30, 1854. 98-tdh—18-tdh

☞Herald, Commercial, Standard, Observer, Carolinaian, Argus and N. C. Republican, copy to day of hire, and forward bills to this Office.

LISTEN TO THE VERDICT!!

A Judge of distinguished ability and undoubted *taste,* with a jury of disinterested men have said, after examination, that the Suberibers have as good, if not a better assortment of FINE LIQUORS than ever was offered for sale in Wilmington before. Call and try for yourselves, at the stand on Market street, formerly occupied by the late E. C. Bettencourt.

Dec. 28, 1854. JONES & FOYLES.

STEAMBOAT FOR SALE.

THE "STEAMER SPRAY," length 140 feet, breadth 18 feet, draws less than 24 inches, has two engines of fifty horse power each, is fitted up for carrying passengers, having excellent accomodations for same, has capacity for a large quantity of freight, speed equal to any boat of her dimensions, two years old, warranted in good order.

For terms, which will be accommodating, apply in person or by letter to the subscriber at Wilmington, N. C.

Dec. 16, 1854.—87-1m A. H. VANBOKKELEN.

COAL.

100 TONS Sidney Coal, now landing from Brig Active. This Coal is a superior article, put up for family use, and for sale in lots to suit, by T. C. WORTH,

Jan. 15, 1855. at Walker's Wharfe.

ZERMAN'S ANTI-SCORBUTIC TOOTHWASH.

TO THE LADIES.

NOTHING adds more to beauty than clean, white Teeth, and Gums of healthy color. The most beautiful face and vermillion lips become repulsive, if the latter, when they open, exhibit the horrible spectacle of neglected teeth. All who wish clean, white Teeth, healthy Gums, and a sweet breath, should give ZERMAN'S TOOTH WASH a trial

For sale by C. & D. DuPRE, Agents,

Sept. 29, '54—21] Wilmington, N. C.

Herald and Commercial copy.

Engineer & Sup's, Office, W. & R. R. Co.
WILMINGTON, N. C., Jan. 18th, 1855.

SEALED PROPOSALS will be received at this Office, until the 7th day of February, 1855, at 12 M., for the delivery at the wharf or depot of the Company of 50,000 feet of White Ash Logs, to be not less than 15 inches in diameter at the small end, and not less than 12 feet long. 20,000 feet of Poplar Timber, not less than 18 feet long, and to square not less than 16 inches. Offers to be at so much per thousand feet, including all expenses of delivery, inspection, &c.

S. L. FREMONT,
Engineer & Superintendent.

Jan. 20th, 1855 118-t7thF

OUR MOTTO IS "TO PLEASE,"
AT THE
Wilmington Saddle, Harness,
AND
TRUNK MANUFACTORY.

THE subscriber respectfully informs the public that he keeps constantly on hand a large assortment of **Coach, Gig, and Sulky Harness; Lady's and Gentlemen's Saddles, Bridles, Whips, &c.;** Trunks, Valises, Saddle and Carpet Bags, Satchels, fancy Trunks, &c. Always on hand a large supply of **String Leather and Fly Nets,** and all other articles usually found in such establishments, all of which he warrants to be of the best material and workmanship, and will be sold low for *cash*, or on *shortcredit* to prompt customers.

Saddles, Harness, Trunks, Medical Bags &c., made to order. Harness and Coach Trimmings sold at a fair price to persons buying to manufacture. Whips at wholesale.

All kinds of Riding Vehicles bought and sold on commission. JOHN J. CONOLEY.

JONES & GARDNER,

MANUFACTURERS and Wholesale and Retail Dealers in Boots, Shoes and Brogans, keep constantly on hand:—
Lndies', Misses' and Child's Gaiters, Boots and Slippers;
Gent's Fine Calf Pump Sole and Stitched Boots and Shoes;
Boy's, Youth's and Child's Shoes;
Men's Kip and Cow-Hyde Boots;
Negro Brogans and Women's Planters.
Market street, next door to Brown & Anderson's Marble Front, Wilmington, N. C. [Nov. 4th, 1854

GODEY'S MAGAZINE, for Febuary, received and for sale at J. T. MUNDS.

THE YOUNG HUSBAND, by Mrs. Grey, a second supply of this popular novel received ihis morning and for sale at J. T. MUNDS.

400 SACKS SALT, now landing and for sale by B. F. & A. J. GRADY.

SPIRIT CASKS.—A lot of new and second hand Spt. Casks, for sale by FREEMAN & HOUSTON.

COTTON BAGGING and Bale Rope, for sale by FREEMAN & HOUSTON.

GUANO.—26 bags in store, for sale by
Jan. 17th, 1855 ADAMS, BRO. & CO.

GEORGIA SCENES—Characters Incidents and in the first half century of the republic. By a native Georgian Second edition with original illustrations for sale at
Jan. 1st, J. T. MUNDS'.

YANKEE NOTIONS, for February, received, and for sale at [Jan. 25.] S. W. WHITAKER.

HEAT'S EASE.—Third supply received this morning at S. W. WHITAKER'S.

HEIR OF REDCLIFF; Alone; Lamplighter; Ruth Hall; Pride of Life, 6th supply of these popular works received this morning at S. W. WHITAKER'S.

TO be recived, a fine assortment of Blotting paper, this morning. S. W. WHITAKER.

NEW CROP CARDENAS MOLASSES.—343 hhds., 14 tcs. and 4 bbls. prime New Crop Molasses, now landing from Brig John Hathaway, from Cardenas. For sale by
Jan. 25. J. & J. L. HATHAWAY & CO.

SMOKE! SMOKE!! SMOKE!!!—10,000 Segars, an extra article, warranted to give satisfaction. For sale by JONES & FOYLES, Market street.

LATER YEARS, by the author of the Old House by the River, and the Owl Creek Letters, 2nd supply. Received and for sale at J. T. MUNDS'.

JAMES T. PETTEWAY, GEORGE E. PRITCHETT.
PETTEWAY & PRITCHETT,

GENERAL COMMISSION MERCHANTS, North Water Street, Wilmington, N. C.

☞Will give particular attention to the sale of NAVAL STORES, COTTON, &c.

January 22d, 1855.

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, JAN. 22, 1855.

Legislature.

In the Senate on Tuesday. the bill proposing to charter the Fayetteville and Greensboro' Railroad Company was rejected by the following vote:

AYES—Messrs. Ashe, Boyd, Cherry, Christian. Coleman, Cunningham, Davis, Faison, Fisher, Freeman. Gilmer, Graham, Graves, Haughton, Hoke, Lane, McDowell, Mills, Morisey, J. W. Thomas, W. H Thomas, Walker—22.

NAYS.—Messrs. Biggs, Bower, Brogden, Clark, Collins, Drake, Eaton, Eborn, Fennell, Fouville, Herring, Jones, McCleese, Martin, Mitchell, Oldfield, Person, Rayner, Sanders, Speight, Taylor, Tavloe, Wilder, Wiggins, Wiley, Winslow of Pasquotank, Wood.—27.

In the House of Commons on the same day, Mr Steele from the Committee on Corporations, reported favourably upon the bill to incorporate the Wilmington Savings Bank.

Mr. McMillan introduced a bill to emancipate certain negroes in the town of Wilmington.

A bill authorizing a two week's term of the Superior Court in New Hanover county was read the second time, together with the report of the committee. in which they recommend the third section of the bill be stricken out. Mr. T. H Williams called the ayes and nays on the recommendation to strike out, when the following vote was announced—ayes, 61, nays, 43.

The question arising on the passage of the bill, it was rejected.

[This is the report as published in the Star. We do not fully understand the state of the case, but will endeavor to find out. It would appear that the bill was so amended as to provide that the Judge should not receive any compensation for the extra week and so passed. There appears to be a mistake about its rejection.]

A bill incorporating the town of Warsaw was read the second and third times and passed.

A bill amending the Charter of the Bank of Fayetteville, was read the second time and referred to the committee of the whole on Banking.

A bill incorporating the Grand Royal Arch Chapter of Masons was read the second and third time and passed.

An engrossed bill anthorizing the Raleigh and Gaston Railroad to subscribe for stock in the Roanoke Valley road was read the third times and passed.

A bill for the protection of sheep, by fining the owners of sheep-killing dogs, was read the second and third times and passed.

In the Senate on Wednesday, the 17th. the Committee on Internal Improvements, through Mr. Fisher, reported a bill authorizing the State to subscribe for stock in the Fayetteville and Western Plank Road.

The Free Suffrage Bill came up, and, after the adoption of an amendment to the first section, offered by Mr. Boyd, providing that every free white man, being of the age of 21 years, a native or naturalized citizen of the United States, and who shall have resided in the State for twelve months immediately preceding the day of election, and paid public taxes, shall be entitled to a vote for a member of the Senate for the district in which he resides, the bill passed its third reading by a vote of ayes 35, nays 15.

In the House of Commons on Wednesday, a favorable report was made for an appropriation to the Seaman's Friend Society, Wilmington. And an adverse report against abolishing the Militia system.

Unfavorable reports were made on Mr. J. G. Bynum's Free Banking Bill; and on the bills to charter Banks at Halifax, Salem and Selby.

A favorable report on a Bank at Salisbury.

By Mr G. M. White, a bill was introduced for the better regulation of the town of Elizabethtown.

By Mr. Sutton, a bill chartering the Lenoir & Duplin Plank Road.

The Act authorizing a Geological and Minerological Survey was repealed by the House by almost a unanimous majority.

On the 18th inst., Mr. McDowell called the Senate to order, stating that he had been requested by the Speaker, who was detained by sickness, to preside.

On motion of Mr. Haughton, the bill to authorize the Cape Fear and Deep River Navigation Company to issue bonds, and for other purposes, was taken up, and, on motion of Mr. Haughton, amended in several particulars. Mr. H. then proceeded to address the senate at great length on the merits of the bill. On motion of Mr. Biggs, the further consideration of the bill was postponed until the next day, (Friday, 19th.) After several motions made, one to adjourn prevailed.

In the House, on the 18th, the Committee on Internal Improvements reported unfavorably to the draining of Mattamuskeet Lake and the Plymouth Plank Road—favorably to opening a road between Salisbury and Statesville. The Committee on Banks reported adversely to the bill chartering the Farmers' and Miners' Bank in Cherokee.

Mr. Badham introduced the following preamble and resolution:

Whereas, it is believed that an order commonly called "Know Nothings" exists in the State of North Carolina, secret in its organization, and political in its designs, be it, therefore,

Resolved, that the secrecy with which said order clothes its proceedings and purposes is anti-republican, and dangerous in its tendencies.

Mr. Jordan did not know whether such a society existed or not. He had tried to find out but could not. Mr. Steele seemed to call in question the existence of the know nothing society did not know that they were wrong, wanted Mr. Badham to convince him. Mr. Singletary said there could be no doubt of the existence of such a Society, and referred to the leettrs of a distinguished gentleman of this State (Mr. Rayner) to a gentleman in Virginia in proof of this fact. He thought the resolution an important one, as secret political associations were dangerous. Mr. A. H. Caldwell moved to make the resolutions the order of the day for Monday.

Mr. Stubbs, *Knew Nothing* about the "Know Nothings"—thought the resolutions matters of some importance, for if the organization was as strong as some gentlemen supposed some of the members might have a poor prospect of being returned again, thought Mr. Badham had better join the society so as to be able to tell the House all about it. Mr. Badham thought the gentleman from Richmond [Mr. Steele,] and from Beaufort [M. Stubbs,] were better prepared throw light on the subject than himself. He believed that such a society did exist, and he knew no better place to investigate the subject than there by the assembled representatives of the State. Mr. Outlaw said he thought gentlemen were sent here to consult the general good of their constituents: for this reason he moved to lay on the table.

The question arising on the motion to lay on the table, it prevailed as follows:—

AYES.—Messrs. Amis, Baxter, Bogle, Bryson, J. G. Bynum, D. F. Caldwell, Carmichael, Cook, Cotton, Craven, Daniel, Dargen, Davenport, Eure, Furr, Gilliam, Gorrell, G. Green, Harrison, A. D. Headen, J. H. Headen, Horton, Humphrey, Johnson, Jones, Jordan, Hugh Leach, J. M. Leach, Love, McDuffie, McKesson, McMillan, Mebane, Mordecai, S. J. Neal, Outlaw, Patterson, Patton, Perkins, Phillips, Rolen, Russel, Sharpe, Shipp, Simmons, Smith, Steele, Stubbs, Thornburg, Turner, Vance, Walser, Wilkins, B. H. Williams, S. A. Williams, T. H. Williams and Winston.—59.

NAYS—Messrs. Badham, J. Barnes, A. Barnes, Blow, Bryant, Bullock, J. B. Bynum, A. H. Caldwell, Cansler, Chadwick, Cofield, Daughtry, Dortch, Dunn, Flynt, M. Green, Hill, Holland, Jarvis, Jenkins, Lancaster, Long, Lyon, Meares, Myers, J. W. Neal, Norment, Oglesby, Rand, Rose, Settle, Shaw, Sherrill, Singletary, Smallwood, Sutton, Tomlinson, Watts, Whitaker, G. M. White, J. H. White, L. Whitfield, N. B. Whitfield, Whitlock, C. W. Williams, D. Williams, Wright and Yancy—48.

Mr Love then introduced the following:

Resolved, as the opinion of this General Assembly, that the acts of Congress of the United States respecting the naturalization of foreigners ought to be so amended as to require a longer residence before said foreigners shall become entitled to all the rights and privileges of native citizens of the United States.

Resolved, that copies of the foregoing resolution be transmitted to our Senators and Representatives in Congress, by the Governor of the State.

Mr. Singletary moved to lay the resolution on the table. The ayes and nays were demanded by Mr. Love. The motion prevailed as follows:

AYES.—Messrs. Amis, Badham, A. Barnes, J. Barnes, Baxter, Blow, Bryant, Bryson, Bullock, J. B Bynum, A. H. Caldwell, Cansler, Carmichael, Cofield, Cotton, Daughtry, Dortch, Dunn, Flynt, Furr, M. Green, Harrison, A. D. Headen, Hill, Holland, Humphreys, Jarvis, Jenkins, Jones, Jordan, Lancaster, Hugh Leach, Long, Lyon, McDuffie, McMillan, Meares, Mebane, Myers, J. W. Neal, S. J. Neal, Norment, Oglesby, Outlaw, Phillips, Rand, Rose, Selby, Settle, Shaw, Shepherd, Sherrill, Singeltary, Steele, Sutton, Tomlinson, Turner, Watts, Waugh, Whitaker, G M. White, J. H. White, L. Whitfield, N. B Whitfield, Whitlock, Wilkins, C. W. Williams, D. Williams, S. A. Williams, T. H Williams, Wright and Yancy.—73.

NAYS—Messrs. Bogle, J. G. Bynum, D. F. Caldwell, Chadwick, Cook, Craven Daniel, Dargan, Davenport, Eure, Gilliam, Gorrell, G. Green, Grist, J. H. Headen, Horton, Johnson, J. M. Leach, Love, McKesson, March, Mordecai, Patterson, Patton, Rolen, Sharpe, Shipp, Simmons, Smallwood, Smith, Thornburg, Vance, Walser, B. F. Williams, and Winston.—35.

[CONTINUED ON THIRD PAGE.]

UNITED STATES MAIL.

POST OFFICE DEPARTMENT,
January 12, 1855.

PROPOSALS for carrying the mails of the United States from the 1st day of July, 1855, to the 30th day of June, 1859, inclusive, in the State of NORTH CAROLINA, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 3 p. m. of 10th April, 1855. (to be decided by the 30th April, 1855,) on the routes and in the times herein specified.

NORTH CAROLINA.

Bidders are requested to examine carefully the instructions, forms of proposals, &c., attached to this advertisement.

5601 From Weldon, by Halifax, Enfield, Battleboro', Rocky Mount, Joiner's Depot, Wilson, Black Creek, Nahunta, Goldsboro', Everetsville, Mount Olive, Faison's Depot, Bear Swamp, Warsaw, Strickland's Depot, Teachy's, Washington Depot, Sills's Creek, and Burgaw Depot, to Wilmington, 162 miles and back, twice daily.
Leave Weldon daily at 12 m and 9 p m;
Arrive at Wilmington daily by 7½ p m and 6½ a m;
Leave Wilmington daily at 6 a m and 3½ p m;
Arrive at Weldon daily by 1½ p m and ½ a m.

5602 From Weldon, by Quankey and Westland, to Littleton, 25 miles and back, once a week.
Leave Weldon Thursday at 3½ p m;
Arrive at Littleton next day by 8 a m;
Leave Littleton Thursday at 8 a m;
Arrive at Weldon same day by 3 p m.

5603 From Weldon, by Jackson, Rich Square, Roxable, Hotel, and Windsor, to Plymouth, 72 miles and back, three times a week.
Leave Weldon Monday, Wednesday, and Friday at 3 a m;
Arrive at Plymouth same days by 8 p m;
Leave Plymouth Tuesday, Thursday, and Saturday at 5 a m;
Arrive at Weldon same days by 9 p m.

5604 From Enfield, by Scotland Neck, Palmyra, Hamilton. Williamston, and Gardner's Bridge, to Plymouth, 71 miles and back, three times a week.
Leave Enfield Tuesday, Thursday, and Saturday at 5 a m;
Arrive at Williamstown same days by 8 p m, and Plymouth Wednesday, Friday, and Monday by 12 m;
Leave Plymouth Tuesday, Thursday, and Saturday at 5 a m;
Arrive at Williamstown same days by 12 m, and Enfield Wednesday, Friday, and Monday by 7 p m.

5605 From Enfield, by Heathsville, Brinkleyville, Ringwood, and Sycamore Alley, to Enfield, equal to 17 miles and back, twice a week.
Leave Enfield Tuesday and Friday at 6 a m;
Arrive at Enfield same day at 6 p m.

5606 From Rocky Mount, by Tarboro', Sparta, and Falkland, to Greenville, 45 miles and back, six times a week to Tarboro', and three times a week residue.
Leave Rocky Mount daily, except Sunday at 3 p m;
Arrive at Tarboro', same days by 7 p m;
Leave Tarboro' daily, except Sunday, at 7 a m;
Arrive at Rocky Mount same days by 11 a m;
Leave Tarboro' Monday, Wednesday, and Friday at 8 a m;
Arrive at Greenville same days by 4 p m;
Leave Greenville Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Tarboro' same days by 3 p m.
Proposals for twice-a-week service between Tarboro' and Greenville are invited.

5607 From Rocky Mount, by Nashville, Hilliardstown, and Bedford, to Louisburg, 55 miles and back, three times a week to Louisburg, and six times a week the residue.
Leave Rocky Mount Tuesday, Thursday, and Saturday at 5 a m;
Arrive at Louisburg same days by 4 p m;
Leave Louisburg daily, except Sunday, at 5 a m;
Arrive at Franklinton same days by 8 a m;
Leave Franklinton daily, except Sunday, at 5 p m;
Arrive at Louisburg same days by 8 p m;
Leave Louisburg Monday, Wednesday, and Friday at 5 a m;
Arrive at Rocky Mount same days by 4 p m.

5608 From Wilson, by Saratoga, Maysville, Marlboro', Pleasant Mount, Greenville, Pactolus, and Boyd's Ferry, to Washington, 62 miles and back, six times a week.
Leave Wilson daily, except Sunday, at 3 a m;
Arrive at Washington same days by 3 p m;
Leave Washington daily, except Sunday, at 7 a m;
Arrive at Wilson same days by 6½ p m.

5609 From Wilson, by Stantonsburg, to Speight's Bridge, 17 miles and back, twice a week.
Leave Wilson Monday and Thursday at 1 p m;
Arrive at Speight's Bridge same days by 7 p m;
Leave Speight's Bridge Tuesday and Friday at 6 a m;
Arrive at Wilson same days at 12 m.
Proposals for an additional weekly trip are invited.

5610 From Goldsboro', by Boone Hill, Mitchenor's Station, and Stalling's, to Raleigh, 50 miles and back, daily.
Leave Goldsboro' daily at 3 a m;
Arrive at Raleigh same day by 5½ a m;
Leave Raleigh daily at 1 p m;
Arrive at Goldsboro' same day by 3½ p m.

5611 From Raleigh by Morrisville and Prattsburg to Hillsboro', and from Salisbury by China Grove and Concord to Charlotte, miles and back daily;
Leave Raleigh daily at 6½ a m;
Arrive at Hillsboro' same day by 8½ a m;
Leave Salisbury daily at 9 a m;
Arrive at Charlotte same day by 11½ a m;
Leave Charlotte daily at 6 a m.
Arrive at Salisbury same days by 8½ a m;
Leave Hillsboro' daily at 8½ a m;
Arrive at Raleigh same days by 10½ a m.

5612 From Hillsboro' by Green Spring, Mason Hall, Graham, Boon's Station, Allemance, Greensboro', Jamestown, Penfield, Brummel's, Rich Fork, and Lexington, to Salisbury 94 miles and back daily.
Leave Hillsboro' daily after arrival of mail from Raleigh, say at 9 a m;
Arrive at Greensboro' same days by 9 p m;
Arrive at Salisbury next days by 8 a m;
Leave Salisbury daily after arrival of mail from Charlotte, say at 9 a m;
Leave Greensboro' daily at 9 p m;
Arrive at Hillsboro' next days by 8 a m;

5613 From Goldsboro' by Moseley Hall and Kinston, to Newbern, 65 miles and back, six times a week.
Leave Goldsboro' daily except Sunday at 5 a m;
Arrive at Newbern same days by 10 p m;
Leave Newbern daily except Sundays at 4 a m;
Arrive at Goldsboro' same days by 10 p m;

5614 From Goldsboro' by Snow Hill to Hookertown, 29 miles and back twice a week.
Leave Goldsboro' Tuesday and Friday at 1 p m;
Arrive at Hookertown same days by 10 p m;
Leave Hookertown Tuesday and Friday at 4 a m;
Arrive at Goldsboro' same days by 12 m.

5615 From Everettsville by Whitfield's Mills, Sleepy Creek and Jericho to Strabane, 22 miles and back once a week.
Leave Everettsville Thursday at 11 a m;
Arrive at Strabane same day by 7 p m;
Leave Strabane Friday at 6 a m;
Arrive at Everettsville next day at 2 p m;
Proposals for a second weekly trip are invited.

5616 From Strickland's Depot by Kenansville, Branche's Store, Outlaw's Bridge, Albertson's, Resaca, Pink Hill and Beuna Vista, to Kenansville, 29 miles and back, three times a week.
Leave Strickland's Depot Monday, Wednesday and Friday after arrival of cars, say at 11 a m;
Arrive at Kenansville same days by 1 p m;
Leave Kenansville Monday and Wednesday at 3 p m and Friday at 6 p m;
Arrive at Strickland's Depot Monday and Wednesday, by 5 p m and Friday by 7 p m;
Leave Kenansville Saturday at 7 a m, by Sarecta, Branche's Store, Outlaw's Bridge, Albertson's, Pink Hill and Beuna Vista;
Arrive at Kenansville next day by 12 m;

5617 From Strickland's Depot by Taylor's Bridge, Six Runs, Lisburn, Gravelly Hill, Cypress Creek, Ellisville, and Harrison Creek, to Fayetteville 82 miles and back.
Leave Strickland's Depot Friday at 3 p m;
Arrive at Fayetteville next Sunday by 12 m;
Leave Fayetteville Wednesday at 8 a m;
Arrive at Strickland's Depot next Friday by 12 m.

5618 From Kenansville by Hallsville, Haw Branch, Richland, and Comfort, to Trenton, 49 miles and back once a week.
Leave Kenansville Saturday at 7 a m;
Arrive at Trenton next day by 12 m;
Leave Trenton Sunday at 1 p m;
Arrive at Kenansville next day by 8 p m;
Proposals for a second weekly trip are invited.

5619 From Burgaw Depot, by Bannerman to Angola 15 miles and back once a week.
Leave Burgaw Depot Friday at 9 a m;
Arrive at Angola same day by 1 p m;
Leave Angola Friday at 2 p m;
Arrive at Burgaw Depot same day by 7 p m;
Proposals to extend by Catharine Lake to Richlands will be considered.

5620 From Spring Garden by Long Creek, Black River Chapel, and Beatty's Bridge, to Harrell's Store, 50 miles and back, twice a week to Long Creek, and once a week residue.
Leave Spring Garden Friday at 1 p m;
Arrive at Harrel's store next day by 8 p m;
Leave Harrell's Store every Thursday at 6 a m;
Arrive at Spring Garden next day by 12 m; additional trip to Long Creek and back on Monday.

5621 From Long Creek by Moore's Creek to Colvin's Creek, 18 miles and back once a week.
Leave Long Creek Saturday at 7 a m;
Arrive at Colvin's Creek same day by 12 m;
Leave Colvin's Creek Saturday at 1 p m;
Arrive at Long Creek same day by 6 p m.

5622 From Wilmington by Scott's Hill, Topsail Sound, Golden Place, Snead's Ferry, Aman's Store, Onslow C. H., and Catharine Lake to Richlands, 76 miles and back once a week.
Leave Wilmington Friday at 7 a m;
Arrive at Richlands next day by 7 p m;
Leave Richlands Sunday at 5 a m;
Arrive at Wilmington next day by 5 p m;

5623 From Wilmington by Upper Town Creek Bridge to Smithville, 35 miles and back, twice a week.
Leave Wilmington Tuesday and Saturday at 7 a m;
Arrive at Smithville same days by 5 p m;
Leave Smithville Monday and Friday at 7 a m;
Arrive at Wilmington same days by 5 p m;
Proposals for steamboat service will be considered. (omitting Upper Town Creek Bridge.)
For route Wilmington to Savannah see No. 5836.

5624 From Onslow C. H., by Piney Green, to Swansboro', 24 miles and back, once a week.
Leave Onslow C H Sunday at 6 a m;
Arrive at Swansboro' same day by 2 p m;
Leave Swansboro' Saturday at 5 a m;
Arrive at Onslow C H same days by 12 m, or in time to connect with mail to Richlands.

5625 From Swansboro', by Hursts, to Onslow C H, 17 miles and back, once a week.
Leave Swansboro' Monday at 8 a m;
Arrive at Onslow C H same day by 1 p m;
Leave Onslow C H Monday at 3 p m;
Arrive at Swansboro' same day 8 p m.

5626 From Beaufort to Smyrna, 15 miles and back, once a week.
Leave Beaufort Tuesday at 1 p m;
Arrive at Smyrna same day by 6 p m;
Leave Smyrna Tuesday at 7 a m;
Arrive at Beaufort same day by 12 m.

5627 From Moseley Hall by Jericho, to Strabane, 20 miles and back, once a week
Leave Moseley Hall Tuesday at 1 p m;
Arrive at Strabane same day by 7 p m;
Leave Strabane Tuesday at 6 a m;
Arrive at Moseley Hall same days by 12 m.

5628 From Kinston to Trenton, 22 miles and back, once a week.
Leave Kinston Wednesday at 6 a m;
Arrive at Trenton same day by 12 m;
Leave Trenton Wednesday at 1 p m;
Arrive at Kinston same day by 7 p m.

5629 From Newbern, by Pollocksville, to Trenton, 25 miles and back, twice a week.
Leaves Newbern Monday and Friday at 7 a m;
Arrive at Trenton same days by 3 p m;
Leave Trenton Tuesday and Saturday at 7 a m;
Arrive at Newbern same days by 3 p m.

5630 From Newbern, by Cravensville and Smyrna, to Beaufort, 48 miles and back, three times a week.
Leave Newbern Monday, Wednesday, and Friday at 9 a m
Arrive at Beaufort same days by 7 p m;
Leave Beaufort Tuesday, Thursday, and Syturday at 9 a m;
Arrive at Newbern same days by 7 p m.

5631 From Pollocksville, by Palo Alto, to Swansboro', 27 miles and back, once a week.
Leave Pollocksville Monday at 11 a m, on arrival of mail from Newbern;
Arrival at Swansboro' same day by 8 p m;
Leave Swansboro' Tuesday at 5 a m;
Arrive at Pollocksville same day by 2 p m.

5632 From Pollocksville to Hadnot's, 22 miles and back, once every other week.
Leave Pollocksville every other Saturday at 1 p m;
Arrive at Hadnots same day by 7 p m;
Leave Hadnots every other Saturday at 7 a m;
Arrive at Pollocksville same day by 12 m.

5633 From Kinston, by Sandy Foundation, to Pink Hill, 20 miles and back, once a week.
Leave Kinston Saturday at 5 a m;
Arrive at Pink Hill same day by 12 m;
Leave Pink Hill Saturday at 1 p m;
Arrive at Kinston same day by 8 p m.

5634 From Williamston, by Flat Swamp and Bethel, to Greenville, 28 miles and back, once a week.
Leave Williamston Wednesday at 7 a m;
Arrive at Greenville same day by 5 p m;
Leave Greenville Thursday at 7 a m;
Arrive at Williamston same day by 5 p m.

5687 From Averysboro' to McNeill's Ferry, 7 miles and back, twice a week.
Leave Averysboro' Wednesday and Saturday at 3 p m;
Arrive at McNeill's Ferry same day by 6 p m;
Leave McNeill's Ferry Wednesday and Saturday at 11 a m;
Arrive at Averysboro' same days by 1 p m.

5688 From Fayetteville, by Argyle, Inverness, Solemn Grove, New Gilead, Clark's Mills, Macedonia, and Troy, to Swift Island, 78 miles and back, once a week.
Leave Fayetteville Wednesday at 6 a m;
Arrive at Swift Island next day by 5 p m;
Leave Swift Island Monday at 6 a m;
Arrive at Fayetteville next day by 5 p m.

5689 From Fayetteville, by little Rock Fish, St. Paul's, Lumberton, Floriesville, and Leesville, to Fair Bluff, 60 miles and back, three times a week.
Leave Fayetteville Sunday, Tuesday and Thursday at 9 a m;
Arrive at Fair Bluff next days by ½ p m;
Leave Fair Bluff Monday, Wednesday and Friday at 2 p m;
Arrive at Fayetteville next days by 6 a m;
Proposals for three additional weekly trips are invited.

5690 From Fayetteville by Gray's Creek, Dobbinville, Prospect Hall, Lyon's Landing, Elizabethtown, White's Creek, West Brook, and Black Rock to Robinson's, 72 miles and back three times a week.
Leave Fayetteville Monday, Wednesday and Friday at 5½ a m;
Arrive at Robinson's same days by 10½ p m;
Leave Robinson's Tuesday, Thursday and Saturday at 8 a m;
Arrive at Fayetteville next days by 1 a m;

5691 From Fayetteville by Dundarrach, Gilopolis, Stewartsville, Laurinburgh, Springfield, Gibson's Store and Brightsville, to Cheraw, 75½ miles and back three times a week.
Leave Fayettevsle Sunday, Tuesday and Thursday at 1 p m;
Arrive at Cheraw next days by 5 a m;
Leave Cheraw Monday, Wednesday and Friday at 9 a m;
Arrive at Fayetteville next days by 1 a m,

5692 From Fayetteville, by Blocker's, Owensville, Clinton, and Springvale to Warsaw, 49 miles and back, daily, except Sunday.
Leave Fayetteville daily, except Sunday, at 3½ p m;
Arrive at Warsaw next days by 2½ a m, in time to connect with the morning train down;
Leave Warsaw daily, except Saturday, at 7 p m, after arrival of evening train from the North;
Arrive at Fayetteville next days by 6 a m.
Proposals for tri-weekly service are invited.

5693 From Fayetteville, by Manchester, Johnsonville, Johnstown, Chalmersville, Carthage, Gold Region, Good Spring, Stone Lick, Ashboro', New Market, Hunt's Store, Abbott's Creek, and Waughton, to Salem, 120 miles and back, three times a week.
Leave Fayetteville Monday, Wednesday, and Friday at 4 p m,
Arrive at Salem next days by 2 p m;
Lave Salem Tuesday, Thursdays, and Saturdays at 5 p m
Arrive at Fayetteville next days by 3 p m.
Proposals for three additional trips between Salem and the line of the Railroad, and for close connexion with that line, are invited.

5694 From Fayetteville, by Terrebinthe, Bolockus, Deserett, and White Oak, to Elizabethtown, 45 miles and back, once a week.
Leave Fayetteville Tuesday at 6 a m;
Arrive at Elizabethtown same day by 7 p m;
Leave Elizabethtown Wednesday at 6 a m;
Arrive at Fayetteville same day by 7 p m.

5695 From Fayetteville, by Blue's Bridge, McDonald's Mills, Bostick's Mills, Rock Grove, Covington, Powellton, Little Mills, Mangum, Dumas's Store, Mount Gilead, Clark' Creek, Swift Island, and McRae's Mills, to Troy, miles and backs once a week.
Bidders will state distance and schedule of departures and arrivals.
Proposals for second weekly trip will be considered.

5696 From Fayetteville, by Kingsbury, Brum's Level, Summerville, Nell's Creek, and Kinrey's Creek, to Barclaysville, 44 miles and back, three times a week.
Leave Fayetteville, Monday, Wednesday, and Friday at 6 a m;
Arrive at Barclaysville same days at 8 p m;
Leave Barclaysville Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Fayetteville same days by 8 p m.

5697 From Carthage, by Pekin, (Montgomery county,) to Centre, in Stanly county, (Albermarle P O, as supposed,) once a week and back.
Bidders willl state distance and schedule of departures and arrivals; also, intermediate post offices.

4698 From Troy to Millegeville, miles and back, once a week
Bidders will state distance and schedule.

5699 From Laurinburg to Rockingham, 21 miles and back, twice a week.
Leave Laurinburg Tuesday and Saturday after arrivals of mails from Cheraw. say at 3 p m;
Arrive at Rockingham same days by 10 p m;
Leave Rockingham next day at 5 a m;
Arrive at Laurinburg same days at 11 a m.

5700 From Dundarach by Randallsville, to Montpelier, 13 miles and back, twice a week.
Leave Dundarach Wednesday and Saturday at 7 a m;
Arrive at Montpelier same days by 11 a m;
Leave Montpelier Wednesday and Saturday at 12 m;
Arrive at Dundarach same days by 4 p m.

5701 From Leesville, by Marysville, Gaddeysville, Sugar Hill, and Temperance Hill, Marion C H, 34½ miles and back, once week.
Leave Leesville Friday at 9 a m, or after arrival from Fayetteville;
Arrive at Marion C H. same day by 9 p m;
Leave Marion C H. Saturday at 7 a m;
Arrive at Leesville Same day by 7 p m.

5702 From Little Rock Fish, by Lumber Bridge, to Philadelphus, 22 miles and back, once a week.
Leave Little Rock Fish Monday at 1 p m;
Arrive at Philadelphus same day by 7 p m;
Leave Philadelphus Tuesday at 5 a m;
Arrive at Little Rock Fish same day by 12 m.

5703 From Lumberton, by Smith's Bridge, to Howellsville, 18 miles and back, once a week.
Leave Lumberton Monday at 7 a m;
Arrive at Howellsville same day by 12 m;
Leave Howellsville Monday at 1 p m;
Arrive at Lumberton same day by 6 p m.

5704 From Lumberton, by Philadelphus, Red Springs, Gilopolis, Cowper Hill, Queensdale, Alfordsville, and Clay Valley, to Lumberton, equal to 37 miles and back, once a week.
Leave Lumberton Friday at 6 a m;
Arrive at Lumberton next day by 6 p m.

5705 From Elizabethtown, by Bryant's Swamp, Big Swamp, and Western Prong, to Elizabethtown, equal to 23½ miles and back, once a week.
Leave Elizabethtown Tuesday at 6 a m;
Arrive at Elizabethtown next day by 2 p m.

5706 From Gravelly Hill, by Beaty's Bridge, to Caintuck, 28 miles and back, once a week.
Leave Gravlly Hill Saturday at 9 a m;
Arrive at Cain Tuck same day by 5 p m;
Leave Cain Tuck Sunday at 5 a m;
Arrive at Gravelly Hill same day by 1 p m;

5707 From West Brooks by French Creek Church, to Cain Tuck, 20 miles and back once a week.
Leave West Brooks every Saturday at 6 a m;
Arrive at Cain Tuck same day by 12 m;
Leave Cain Tuck Saturday at 1 p m;
Arrive at West Brooks same day by 7 p m;

5708 From Clinton, by Pine Grove, Bennett's X Roads, Monk's Store, Newton's Grove, Draughan's Store, and Averysboro', to McNeill's Ferry, and back, by Holly's Store and Beman's X Roads, equal to 40 miles and back, once a week.
Leave Clinton Wednesday at 6 a m;
Arrive at McNeill's Ferry by 8 p m;
Leave McNeill's Ferry Thursday at 6 a m;
Arrive at Clinton same day by 8 pm.
Proposals to omit McNeill's Ferry are invited.

5709 From Elevation to Smithfield, 12 miles and back, twice a week.
Leave Elevation Monday and Thursday at 7 a m;
Arrive at Smithfield same days by 11 a m;
Leave Smithfield Monday and Thursday at 2 p m;
Arrive at Elevation same days by 6 p m.

5710 From Johnsonville, by Harrington, Long Street, Rollin's Store, Bryan's Store, and Pocket, to Johnsonville, equal to 23½ miles and back, once a week.
Leave Johnsonville Tuesday at 11 a m;
Arrive at Johnsonville next day by 2 p m.

5711 From Prattsburg, by Trice's Store, to Chapel Hill, 14 miles and back, six times a week.
Leave Prattsburg daily, except Sunday, at 8½ a m;
Arrive at Chapel Hill same days by 12 m;
Leave Chapel Hill daily, except Sunday, at 4 a m;
Arrive at Prattsburg same day by 8 a m.
Proposals to omit Trice's Store are invited.

5712 From Morrisville to Moringsville, 8 miles and back once a week.
Leave Morrisville Saturday at 10 a m;
Arrive at Moringsville same day by 12 m;
Leave Moringsville Saturday at 7 a m;
Arrive at Morrisville same day by 9 a m.

5713 From Hillsboro', by West Grange, Cedar Grove, Prospect Hill, Gordenton, and Hester's Store, to Leasburg, 37 miles and back, once a week.
Leave Hillsboro Thursday at 6 a m;
Arrive at Leesburg next day by 12 m;
Leave Leasburg Friday at 1 p m,
Arrive at Hillsboro' next day by 9 a m.

5714 From Hillsboro', by Walnut Grove and Van Hook's Store, to Roxboro', 24 miles and back, once a week.
Leave Hillsboro' Tuesday at 6 a m;
Arrive at Roxboro' same day by 4 p m;
Leave Roxboro' Wednesday at 6 a m;
Arrive at Hillsboro' same day by 4 p m.

5715 From Hillsboro', by Hawfield, Meadow Creek, and McDaniels, to Rock Creek, 25½ miles and back, once a week.
Leave Hillsboro' Thursday at 10 a m;
Arrive at Rock Creek same day by 6 p m;
Leave Rock Creek Wednesday at 10 a m;
Arrive at Hillsboro' next day by 9 a m;

5716 From Hillsboro' to Leasburg, Caswell county, — miles and back, once a week.
Bidders will state distance and schedule of departures and arrivals.

5717 From Rock Creek, by Curtis's Mills and Terrels, to Graham, 12 miles and back, once a week.
Leave Rock Creek Saturday at 7 a m;
Arrive at Graham same day by 11 a m;
Leave Graham Saturday at 12 m;
Arrive at Rock Creek same day by 4 p m.

5718 From Graham, by Summer's Mill, to Monticello, 16 miles and back, once a week.
Leave Graham Saturday at 7 a m;
Arrive at Monticello same day by 12 m;
Leave Monticello Saturday at 1 p m;
Arrive at Graham same day by 6 p m.

5719 From Mason Hall, by Pleasant Grove, Big Falls, Fawcett's Store, Watsonville, Mooresville, Stony Point, Anderson's Store, High Towers, and Hudson, to Leasburg, 52 miles and back, once a week.
Leave Mason Hall Thursday at 6 a m;
Arrive at Leasburg next day by 12 m;
Leave Leasburg Friday at 1 p m;
Arrive at Mason Hall next day by 7 p m;

5720 From Greensboro', by Monticello, Thompsonville, Lenox Castle, Slade's, Locust Hill, and Yanceyville, to Danville, Va., 58 miles and back, three times a week.
Leave Greensboro' Monday, Wednesday, and Friday at 1 p m;
Arrive at Danville next days by 1 a m;
Leave Danville Tuesday, Thursday, and Saturday at 9 p m, or after arrival of mail from railroad;
Arrive at Greensboro' next days by 9 a m.

5721 From Greensboro', by Hillsdale, Monrceton, Troublesome, Reidsville, Rawlingsburg, Little Rock, and Graves, to Danville, Va., 51 miles and back, three times a week.
Leave Greensboro' Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Danville next days by 1 a m;
Leave Danville Monday, Wednesday, and Friday after arrival from railroad, say at 9 p m;
Arrive at Greensboro' next days by 9 a m.

5722 From Greensboro', by Gilmer's Store, Shaw's Mills, Clapp's Brick Church, Holt's Store, Hartshorn, Rock Creek, Snow Camp, Sandy Grove, Mudlick, Cane Creek, Hadley's Mills, and Rock Rest, to Pittsboro', 66 miles and back, once a week.
Leave Greensboro' Friday at 6 a m;
Arrive at Pittsboro, next day by 6 p m;
Leave Pittsboro' Wednesday at 6 a m;
Arrive at Greensboro' next day by 6 p m.

5723 From Greensboro', by New Garden, Friendship, Kernersville, Waughtown, Salem, and Midway to Lexington, 48 miles and back daily except Sunday.
Leave Greensboro', daily except Sunday on arrival of mail from Raleigh, say at 1 a m;
Arrive at Salem same days by 8 a m;
Leave Salem daily except Sunday at 9 p m;
Arrive at Lexington next days by 2 a m;
Leave Lexington daily, except Sunday, on arrival of mail from Salisbury, say at 2 p m;
Arrive at Salem same days by 7 p m;
Leave Salem daily, except Sunday, at 12 m;
Arrive at Greensboro' same days by 7 p m.

5724 From Greensboro' by Fentress, Centre, and New Salem to Ashboro', 31 miles and back, once a week.
Leave Greensboro' Saturday at 9 a m;
Arrive at Ashboro' same day by 6 p m;
Leave Ashboro' Friday at 9 a m;
Arrive at Greensboro' by 6 p m;

5725 From Greensboro' by Summerfield to Madison, 28 miles and back once a week.
Leave Greensboro Saturday at 8 a m;
Arrive at Madison same day by 5 p m;
Leave Madison Sunday at 8 a m;
Arrive at Greensboro' same day by 5 p m;

5726 From Jamestown by Hunt's Store, Normal College, Thomasville, Fair Grove, La Grange, New Market, New Salem, Sandy Creek, Troy's Store, Long's Mills, Patterson's Store, Snow Camp, Clover Orchard, Lindley's Store, Clover Garden, Oaks and Rock Spring, to Hillsboro', 88 miles and back twice, a week to La Grange, and once a week residue.
Leave Jamestown Tuesday at 6 a m;
Arrive at Hillsboro' Thursday by 11 a m;
Leave Hillsboro' Thursday at 12 m;
Arrive at Jamestown Saturday by 5 p m;
Leave Jamestown Friday at 7 a m;
Arrive at La Grange same day by 10 a m;
Leave La Grange Friday at 10½ a m;
Arrive at Jamestown same day by 1 p m;

5727 From Jamestown by Westminster to Deep River, 8 miles and back once a week.
Leave Jamestown Saturday at 11 a m;
Arrive at Deep River same day by 2 p m;
Leave Deep River Saturday at 2½ p m;
Arrive at Jamestown same day by 5½ p m;

5728 From Union Institute by Fair Grove to Midway, 25 miles and back once a week.
Leave Union Institute Saturday at 8 a m;
Arrive at Midway same day by 4 p m;
Leave Midway Friday at 8 a m;
Arrive at Union Institute same day by 4 p m;

5729 From Lexington by Fulton to Mocksville, thence by County line, Cool Spring, and Oak Forest, to Statesville, 50 miles and back, twice a week to Mocksville, and once a week residue.
Leave Lexington Tuesday at 7 a m;
Arrive at Mocksville same day by 1 p m, and at Statesville next day by 12 m;
Leave Statesville Wednesday at 1 p m;
Arrive at Lexington next day by 6 p m;
From Lexington to Mocksville and back between 5 a m and 7 p m Friday.

5730 From Lexington by Fair Grove, Eden, Hoover's Hill, and Sawyersville to Ashboro', 41 miles and back, once a week.
Leave Lexington Wednesday at 7 a m;
Arrive at Ashboro' same day by 7 p m;
Leave Ashboro' Thursday at 9 a m;
Arrive at Lexington same day by 9 p m.

5731 From Salisbury by Miranda, Spring Grove, Deep Well, Mount Mourne, Beattie's Ford, Catawba Springs, Vesuvius Furnace, Spring Hill Forge, Lincolnton, White Pine, Buffalo Paper Mill, Shelby C. H., Fillmore, Mooresboro', Webb's Ford, Ruthertordton, Green Hill, Chimney Rock, and Fair View to Asheville, 145 miles and back three times a week.
Leave Salisbury Monday, Wednesday and Friday at 9 a m;
Arrive at Ashville next days by 12 at night;
Leave Ashville Monday, Wednesday and Friday at 7 a m;
Arrive at Salisbury Wednesday, Friday and Sunday by 5 a m.
Proposals for separate schedules between Salisbury and Lincolnton and Lincolnton and Asheville will be considered, with a view to sending *through mails* via Charlotte. Proposals for three additional trips will also be considered, especially on that part of route between Lincolnton and Asheville.

5732 From Salisbury by Mocksville, Smith's Grove, an Farmington to Huntsville, 42 miles and back, once a week tod Mocksville, and twice a week residue.
Leave Salisbury Friday at 9 a m;
Arrive at Huntsville same day by 9 p m;
Leave Huntsville Thursday at 6 a m;
Arrive at Salisbury same day by 7 p m;
From Huntsville to Mocksville and back between 8 a m and 8 p m Tuesday.
Proposals for more frequent trips on whole route are invited; also proposals to commence at Mocksville. See No 5734.

5733 From Salisbury by Cowansville, Statesville, Poplar Grove, Bunker Hill, Newton C H, and Drowning Creek to Morgantown, 85 miles and back, twice a week.
Leave Salisbury Monday and Friday at 9 a m;
Arrive at Newton same days by 9 p m;
Leave Newton Tuesday and Saturday at 4 a m;
Arrive at Morgantown same days by 12 m;
Leave Morgantown Monday and Friday at 9 a m;
Arrive at Statesville same days by 9 p m;
Leave Statesville Tuesday and Saturday at 4 a m;
Arrive at Salisbury same days by 12 m.
Proposals for a third weekly trip are invited.

5734 From Salisbury, N C, by Mocksville, Hamptonville Jonesville, Island Ford, State Road, Judesville, Roaring Gap, Gap Civil, and Independence to Wytheville, 125 miles and back once a week.
Leave Salisbury Monday at 4 a m;
Arrive at Wytheville Wednesday by 10 p m;
Leave Wytheville Monday at 4 a m;
Arrive at Salisbury Wednesday by 10 p m;
Proposals to divide the route at Hamptonville will be considered; also, proposals for a second weekly trip on each division, viz: between Salisbury and Hamptonville, and Hamptonville and Wytheville. Bidders to state specifically the distances and any offices on route not here named.

5735 From Salisbury by Rockville, Gold Hill, Kendall's Store, Albemarle, Norwood, Cedar Hill, Carolina Female College, Wadesboro', Jones's Creek, and Morven, to Cheraw, 86 miles and back, via Chesterfield C H instead of Morven.
Leave Salisbury Monday, Wednesday, and Friday at 9 a m;
Arrive at Cheraw next days by 2 p m;
Leave Cheraw Monday, Wednesday, and Friday at 9 a m;
Arrive at Salisbury next days by 4½ p m.

5736 From Salisbury, by Organ Church and Klutt's Tan Yard, to Mount Pleasant, 19 miles and back, once a week.
Leave Salisbury Friday at 12 m;
Arrive at Mount Pleasant same day by 6 p m;
Leave Mount Pleasant Friday at 5 a m;
Arrive at Salisbury same day by 11 a m.

5737 From Salisbury, by Thomas Woods, Mount Vernon, Oak Forest, New Institute, Farley's Store, Prichard's Store, and Huntington Creek, to Wilksborough, 66 miles and back, once a week.
Leave Salisbury Wednesday at 7 a m;
Arrive at Wilksborough next day by 11 a m;
Leave Wilksborough Thursday at 1 p m;
Arrive at Salisbury next day by 6 p m.
Proposals for more frequent trips are invited.

5738 From Concord, by Oak Lawn, Park's Store, and Davidson College, Mount Mourne, Coddle Creek, and back by Mill Hill, equal to 23 miles and back, once a week.
Leave Concord Tuesday at 5 a m;
Arrive at Mt. Mourne same day by 12 m;
Leave Mt. Mourne Tuesday at 1 p m;
Arrive at Concord same day by 8 p m.

5739 From Concord, by Kirtland, Welch's Mills, Pioneer Mills, Morrison's Tanyard, Clear Creek, Oak Grove, and Coburn's Store, to Monroe C H, 35 miles and back, once a week.
Leave Concord Wednesday at 7 a m;
Arrive at Monroe same day by 6 p m;
Leave Monroe Thursday at 5 a m;
Arrive at Concord same day by 5 p m.

5740 From Concord, by Mt Pleasant, to Bost's Mills, 16 miles and back, once a week.
Leave Concord Monday at 7 a m;
Arrive at Bost's Mills same day by 12 m;
Leave Bost's Mills Monday at 1 p m;
Arrive at Concord same day by 6 p m.

5741 From Charlotte, by Martindale, Hopewell, Cowan's Ford, Stony Point, Woodlawn, and Tuckasaga, to Beattie's Ford, 45 miles and back, once a week.
Leave Charlotte Tuesday at 8 a m;
Arrive at Beattie's Ford same day by 6 p m;
Leave Beattie's Ford Monday at 8 a m;
Arrive at Charlotte same day by 6 p m.

5742 From Charlotte, by Steele's Creek, South Point, Stowesville, Erasmus. and Catawba Creek, to Dallas, 35 miles and back, once a week
Leave Charlotte Friday at 6 a m;
Arrive at Dallas same day by 6 p m;
Leave Dallas Saturday at 6 a m;
Arrive at Charlotte same day by 6 p m.

5743 From Charlotte, by Alexandriana, Davidson College, Mount Mourne, and Fallstown, to Statesville, 41½ miles and back, twice a week.
Leave Charlotte Wednesday and Saturday at 5 a m;
Arrive at Statesville same days by 4 p m;
Leave Statesville Tuesday and Friday at 5 a m;
Arrive at Charlotte same days by 4 p m.
Proposals to extend by Taylorsville and Lenoir to Jonesboro', Tenn., will be considered.—(See No. 5791.)

5744 From Charlotte, by Sharon, Hemphill's Store, Providence, Fullwood's Store, Oakville, Monroe, Walkersville, Jacksonham, Lancaster C H, Pleasant Hill, Hanging Rock, and Flat Rock, to Camden, 94 miles and back, three times a week. Arthur Grier's, on Potter' Road, to be embraced on return trip to Charlotte. (Hemphill to be moved to public road.)
Leave Charlotte Monday, Wednesday, and Friday at 6 p m;
Arrive at Camden next days by 5 p m;
Leave Camden Monday, Wednesday, and Friday at 6 a m;
Arrive at Charlotte next days by 8 p m.

5745 From Charlotte, by Adams's Store, Mountain Island, and Forney's, to Lincolnton, 33 miles and back, six times a week. Cottage Home to be supplied twice a week from Forney's, and Mountain Island from Adams Store.
Leave Charlotte daily, except Sunday, at 12 m;
Arrive at Lincolnton same day by 7 p m;
Leave Lincolnton daily, except Sunday, at 10 p m;
Arrive at Charlotte next day by 5 a m.

5746 From Monroe, by Winchester, to Wolfsville, 11 miles and back, once a week.
Leave Monroe Friday at 4 p m;
Arrive at Wolfsville same day by 7 p m;
Leave Wolfsville Friday at 12 m;
Arrive at Monroe same day by 3 p m.

5747 From Pineville, by Pleasant Valley, S C, Belair, and Cureton's Store, to Lancaster C H, 30 miles and back, twice a week.
Leave Pineville Monday and Friday at 8 a m;
Arrive at Lancaster C H same days by 6 p m;
Leave Lancaster C H Thursday at 8 a m;
Arrive at Pineville same days by 6 p m.

5748 From Gourd Vine, by Morgan's Mills and Love's Level, to Oak Grove, 15 miles and back, once a week.
Leave Gourd Vine Wednesday at 7½ a m;
Arrive at Oak Grove same day by 12 m;
Leave Oak Grove Wednesday at 2 p m;
Arrive at Gourd Vine same day by 7 p m.

5749 From Haywood, by Martha's Vineyard and Chalk Level, to Northington, 19 miles and back, once a week.
Leave Haywood Monday at 7 a m;
Arrive at Northington same day by 1 p m;
Leave Northington Monday at 2 p m;
Arrive at Haywood same day by 8 p m.

5750 From Haywood, by Trader's Hill, Hackney's Cross Roads, and Grove, to Green Level, 22 miles and back, once a week.
Leave Haywood Thursday at 6 a m;
Arrive at Green Level same day by 12 m;
Leave Green Level Thursday at 1 p m;
Arrive at Haywood same day by 8 p m.

5751 From Pittsboro', by Peddlar's Hill, Gulf, Evans's Mills, Watson's Bridge, and Centreville, to Carthage, and back by Pharr's Mills and Prosperity, instead of Centreville, equal to 40 miles and back, once a week.
Leave Pittsboro' Thursday at 12 m;
Arrive Carthage next day by 12 m;
Leave Carthage Friday at 1 p m;
Arrive at Pittsboro' next day by 12 m.

5752 From Pittsboro', by Beaumont, Goldstone, Brush Creek, Buffalo Ford, Moffet's Mills, Brower's Mills, and Gold Region, to Caledon 57 miles and back, once a week.
Leave Pittsboro' Thursday at 8 a m;
Arrive at Caledonia next day by 4 p m;
Leave Caledonia Saturday at 6 a m;
Arrive at Pittsboro' next day by 4 p m.

5753 From Ashborough, by Moffit's Mills, Waddell's Ferry, and Brown's Mills, to Prosperity, 30 miles and back once a week.
Leave Ashborough Friday at 7 a m;
Arrive at Prosperity same day by 5 p m;
Leave Prosperity Thursday at 7 a m;
Arrive at Ashborough same day by 5 p m.

5754 From Ashborough, by Science Hill, Hill's Store, Salem Church, Allen Skein's, Lassiter's Mills, Dix Mills, and Burney's Mills, to Troy and back by Matamoras, Auman's Hill, Cox's Mills, and White House, equal to 43½ miles and back. once a week.
Leave Ashborough Wednesday at 5 a m;
Arrive at Troy same day by 7 p m;
Leave Troy Tuesday at 6 a m;
Arrive at Ashborough same day by 8 p m.

5755 From Wadesboro,' by White's Store, White Hill, Lane's Creek, Beaver Dam, to Richardson's Creek, Jenkin's Store, Gourd Vine, Hammond's Store, and Daimond Hill, to Wadesboro', equal to 31 miles and back, once a week.
Leave Wadesboro' Saturday at 8 a m;
Arrive at Wadesboro' next day by 6 p m.

5756 From Wadesboro', by Lanesboro', Monroe C. H., Coburn's Store, Steven's Mills, Orrville, and Hornet's Nest, to Charlotte, 60 miles and back, once a week.
Leave Wadesboro' Saturday at 12 m;
Arrive at Charlotte next day by 6 p m;
Leave Charlotte Monday at 6 a m;
Arrive at Wadesboro' next day by 12 m

5757 From Wadesboro', by Lisleville and Pee Dee, to Dumas's Store, 16 miles and back, once a week.
Leave Wadesboro' Saturday at 7 a m;
Arrive at Dumas's Store same day by 12 m;
Leave Dumas's Store Saturday at 1 p m;
Arrive at Wadesboro' same day by 6 p m.

5758 From Albermarle, by Efird's Mills, Morgan's Mills, Love's Level, and Garman's Mills, to Clear Creek, and return by Rowlandsville, exqaul to 37 miles and back, once a week.
Leave Albermale Wednesday at 2 p m;
Arrive at Clear Creek next day by 2 p m;
Leave Clear Creek Thursday at 2½ p m;
Arrive at Albermarle next day by 2 p m.

5759 From Albermarle to Swift Island, 9 miles and back, once a week.
Leave Albermarle Thursday at 10½ a m;
Arrive at Swift Island same day by 1 p m;
Leave Swift Island Thursday at 7 a m;
Arrive at Albermarle same day by 10 a m.

5760 From Cheraw, by Stewartstown, Rockingham, Dockery's Store, and Bear Branch, to McDonald's Mills, 32 miles and back, once a week.
Leave Cheraw Thursday at 7 a m;
Arrive at McDonald's Mills same day by 6 p m;
Leave McDonald's Mill Friday at 8 a m;
Arrive at Cheraw same day by 7 p m.

5761 From Troy, by Harrisville. Wind Hill, Jackson Hill, Bringle's Ferry, Calanbrie, and Healing Springs, to Salisbury, 51 miles and back, once a week.
Leave Troy Thursday at 6 p m;
Arrive at Salisbury next day by 6 p m;
Leave Salisbury Saturday at 5 a m;
Arrive at Troy Monday by 9 a m.

5836 From Wilmington to Savannah, Ga., 220 miles and back, daily, in steamers.
Leave Wilmington daily at 7 a m;
Arrive at Savannah next day by 3 a m;
Leave Savannah daily at 3 p m;
Arrive at Wilmington next day by 11 a m.

For list of postmasters in North Carolina authorized to certify to the sufficiency of guarantors see "Instructions" annexed.

INSTRUCTIONS.

Form of a proposal where no change from advertisement is contemplated by the bidder.

I, ———, of ———, county of ———, State of ———, propose to convey the mails from July 1, 1855, to June 30, 1859. on route No. ———, from ——— to ———, agreeably to the advertisement of the Postmaster General, dated January 12, 1855, and by the following mode of conveyance, viz: for the annual sum of dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also after full examination of the instructions and requirements attached to the advertisement.

Dated (Signed)

Form of a Guarantee.

The undersigned, residing at ———, State of ———, undertake that, if the foregoing bid for carrying the mail on route No. ——— be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1855, or as soon thereafter as may be, enter into the required obligation to perform the service proposed, with good and sufficent sureties.

This we do with a full knowledge of the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated

(Signed by two guarantors.)

Form of Certificate.

The undersigned, postmaster of ———, State of ———, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

Dated (Signed.)

The sufficiency of guarantors on proposals may be certified by a judge of a court of record, and by postmasters at the following offices, and *no others*:

In the State of NORTH CAROLINA, postmasters of offices at the court-house or county seat of each county; and at Chapel Hill, Davidson College, Enfield, Fayetteville, Franklinton, Gaston. Goldsboro', Greensboro', Henderson, Kenansville, Milton, Murfreesboro', Oxford, Salem, Scotland Neck. Williamston, Yanceyville.

Conditions to be incorporated in the contracts to the extent the department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2 On routes where the mode of conveyance admits of it, the special agents of the department, also post office blanks, mail bags, locks, and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines, British and Canada mails, when offered, are to be conveyed without additional pay; also, the route agents of the department, for whose exclusive use, while travelling with the mails, a commodious car, or apartment in the centre of the car properly lighted, warmed, and furnished, and adapted to the convenient assortment and due security of the mails is to be provided by the contractor, under the direction of the department.

4 No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified, enlarged penalities, proportioned to the nature thereof and the importance of the mail, may be made

5. For leaving behind, or throwing off the mails, or any portion of them, for the admisson of passengers, or for being concerned in setting up or running an express conveying commercial intelligence ahead of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters, or the affidavits of other creditable persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it (owing either to the unsuitableness of the place or manner of carrying it) to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat, on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for disobeying the Post Office laws, or the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change the schedule of arrivals and departures, without increase of pay, provided he does not curtail the amount of running time. He may also order an increase of speed, he allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, at *pro rata* decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made for the service by collections from, or drafts on postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. Bidders must inform themselves on this point.

11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration whatever, or to do, or not to do, anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time—viz: 3 p. m. of the 10th of April, 1855—or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.

13. Bidders should, in all cases, first propose for service strictly according to the advertisement, and then, if they desire, *separately* for different service; and if the *regular* bid be the lowest offered for the advertised service, the other bids may be considered, if the alterations proposed are recommenced by the postmasters and citizens interested, or if they shall appear manifestly right and proper.

14. There should be but one route bid for in a proposal.

15 The route, the service, the yearly pay, the name and residence of the bidder, and those of each member of a firm, where a company offers, should be distinctly stated; also, the mode of convayance, if a higher mode than horseback be intended. The words "with due celerity, certainty, and security," inserted to indicate the mode of conveyance, will constitute a "*star bid.*"

16. Bidders are requested to use, as far as practicable, the printed form of proposals furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

No altered bids can be considered, and no bids once submitted can be withdrawn.

Each bid must be guaranteed by two responsible persons. General guarantees cannot be admitted.

17. The bid should be sealed; superscribed "mail proposals, State of North Carolina," addressed "Second Assistant Postmaster General," Contract Office, and sent by *mail*, not by, or to, an agent, and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

18. The contracts are to be executed and returned to the department by or before the 1st of July, 1855, but the service must be commenced on the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed in due form and received at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department

19. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 10th of April next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

20. Section 18 of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering sufficient guarantees for faithful performance. without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportations." Under this law a new description of bids have been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with celerity, certainty and security, using the terms of the law—These bids are styled, from the manner in which they are designated on the books of the department, "*star bids*, and they will be construed as providing for the entire mail, *however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security."*

In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted, if duly guaranteed, in preference to a "star" or specific bid.

When the lowest bid is not a star bid, and specifies either *no* mode or an *inadequate* mode of conveyance, it will not be accepted, but set aside for a specefic bid proposing the necessary service.

When the bid does not specify a mode of conveyance, also when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.

21. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids.

22. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that, on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

23. The contracts will be substantially in the forms heretofore used in this department, except in the respects particularly mentioned in these instructions: and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices not more than eighty rods from the railroad or landing.

24. Present contractors, and persons known at the department must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster at one of the places before named, or a judge of a court of record.

Postmasters at the ends of routes on which they think the present mode of conveyance inadequate. will weigh the mail each trip for six successive weeks on weekly routes, and three weeks on other routes, and report the result by the 10th April, 1855.

JAMES CAMPBELL,
Postmaster General.

Jan. 26, 1855. 21-12w

THE REPORTED RESIGNATION OF THE SECRETARY OF THE TREASURY.—It is well known that we do not attempt to contradict the numberless falsehoods daily sent, or which purport to be sent, by telegraph or otherwise, from this city in relation to the President and the different members of his cabinet; but the intention of Mr. Guthrie to resign is announced with such an insurance of reliable authority, that we deem it proper to say that it is without the slightest foundation in truth. Such an idea was never entertained for one moment either by the President or Secretary, and we may as well add, that the rumors which have gained circulation within the last eighteen months with regard to contemplated changes in the cabinet, and all rumors of dissensions between its different members, or between any one of them and the President, are each and all absolutely and entirely groundless.—*Union.*

Know-Nothing Nomination in New Hampshire.

CONCORD, Jan. 17.—The know-nothing convention for the nomination of State officers, which met in this city yesterday nominated the Rev. John Moore, of the Universalist Church, for governor. Elder Pike (probably a Mormon) was nominated for Congress from the first district, Mr. Tappan (a brother of the abolitionist, Arthur?) from the second, and A G. Cragin (Cragin sounds so much like shaking that we conclude he must be a spiritual rapper) from the third. There is much excitement among the defeated aspirants for political fame, and many openly threaten to bolt.

A WILD MAN CAUGHT IN MAINE.—A Mr. J. W. McHenri, who lives near Waldoboro', Maine, has actually captured a wild man. On first seizing him, Mr. McH. says:

"The little fellow turned a most imploring look upon me, and then uttered a sharp, shrill shriek, resembling the whistle of an engine. I took him to my house and tried to induce him to eat some meat, but failed in the attempt; I then offered him some water, of which he drank a small quantity. I next gave him some dried beach nuts, which he cracked and ate readily. He is of the male species, about eighteen inches in height, and his limbs are in perfect proportion. With the exception of his face, hands, and feet, he is covered with hair of a jet black hue. Whoever may wish to see this strange specimen of human nature can gratify their curiosity by calling at my house in the eastern part of Waldoboro', near the Trowbridge Tavern. I give these facts to the public to see if there is any one who can account for this wonderful phenomenon."